



State of Utah

DEPARTMENT OF TRANSPORTATION

DEPT. OF TRANSPORTATION
RECEIVED

97 OCT 21 PM 1:58

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QA 27932

October 17, 1997
Docket Clerk
U.S. DOT Dockets
Room PL-401
400 Seventh Street, SW
Washington, D.C. 20590-0001

Subject: Federal Register Vol. 62, No. 165
[Docket No. FHWA-97-2759] - 24

Please accept this communication as our comments in response to the above referenced Docket.

The Utah Department of Transportation supports the current language requirements as now prescribed in 391.11(b) of the Federal Motor Carrier Safety Regulations.

“(2) Can read and speak the English language sufficiently to converse with the general public, to understand highway signs and signals in the English language, to respond to official inquiries, and to make entries on reports and records.”

Utah has great concern that to weaken the requirements would put the traveling public as well as the truck driver at risk. We do not have any record of an accident that has occurred due to a language barrier, but we have recorded many incidents that have been safety related.

Utah supports the principals of “diversity” and applies these values to the maximum extent possible. When the issue significantly compromises safety we believe safety should be the primary consideration. An analogy that could be drawn that is consistent with our argument and in the context of the concern the present rule may be discriminatory may be found in the Americans With Disabilities Act. This Act is intended to eliminate discrimination against individuals with disabilities. The Act also provides that when government mandated medical standards are established in the interest of safety the standards are consistent with the intent of the Act.

Utah port of entry agents started to see an increase of commercial drivers who were impaired in the English language in 1994 and expressed concern in connection with the related safety issues. We requested the port agents to fill out an incident report when encountering drivers who could not read or speak English. We have approximately 90 reports that have been generated since 1994. The number of reports has declined significantly in the past year to only a very few currently. This is very encouraging. We see the same companies, but the drivers are now able to meet the language requirements as outlined in 49 CFR Part 391.

150 pp



The safety issues that occurred from the drivers lack of understanding and speaking the English language involved different areas.

- 1) Failure to read variable sign messages at ports of entry. Drivers would stop prior to or after going on the scale. When instructed to move the vehicle or to come in the port via the variable sign message he/she would not move. This caused a backup of truck traffic which at times extended onto the freeway.
- 2) A major concern is if the driver is not capable of reading signs at ports of entry then how do they read the variable signs on construction sites or in states that use overhead electronic information signs. Many states including Utah have or are planning to install Intelligent Transportation Systems to improve traffic flow in the metropolitan areas. A major component of the systems is the electronic variable message sign which is the critical element in conveying information to the driver concerning problems and safety hazards. If the commercial driver is unable to read these messages the safety hazards could be further complicated.
- 3) Utah port agents have had great difficulty in trying to check for proper state/federal documents. When a driver has been unable to respond to basic inquiries it has been necessary for the agent to call the drivers company or try to find someone who can understand and relay to the driver what is needed.
- 4) Safety inspectors and the Utah Highway Patrol officers have had incidents of drivers not being able to understand what was asked while completing safety inspections. If the vehicle or driver had a safety problem the officer was unable to communicate the matter to the driver. This again required the officer to contact the company for assistance or locate a person that could explain to the driver what was needed.
- 5) Safety inspectors found numerous violations of hours of service. Logs filled out in advance, no log book, and log books not current. In some cases the driver did not know how to fill the log book out.

As exemplary of the findings of our officials we are including documentation supporting 28 incidents discovered during 1992, 1994, 1995, 1996 and 1997 at six of our ports of entry and other inspection locations. We are also including two media accounts that illustrate the safety problems associated with drivers who are not able to communicate in English.

We believe a strong consideration is in connection with the provisions of the North American Free Trade Agreement (NAFTA) resolution. The three countries affected by NAFTA have all agreed on many critical issues concerning the safety of operation of commercial motor vehicles. One element is "That in recognition of the three countries' language differences it is the responsibility of the driver and the motor carrier to be able to communicate in the country in which the driver/carrier is operating so that safety is not compromised." Our concern in addition to the safety aspects is that if we remove our English language requirement what effect will that have on the resolution and will it place our motor carrier industry at a disadvantage.

The State of Utah requires a CDL test be issued in English and the applicant must be capable of reading and speaking the English language as noted in 391 CFR.

When drivers are having difficulty with the language and it is clear to a port agent that he/she is not able to understand what is needed the agent writes a few simple words on a piece of paper and the driver is asked to read it. If the driver is not capable of reading or understanding simple words then the port agent has the discretion of removing the driver from the vehicle as an unsafe driver. If there is a second driver with the truck and he/she is able to understand what is needed and has hours to drive we allow the second driver to drive the unit out of the state. We request that the driver having the language difficulty become familiar with what is needed in the English language. The intention is not to cite the driver or to put he/she out of service. The driver is detained due to being an unsafe driver. He is allowed to continue with the truck if the second driver is available and drives the unit through Utah. We have found the language problem involves numerous ethnic groups.

The Utah Department of Transportation asked the Utah Attorney General's Office for guidance on this issue and we received a letter supporting our position. The letter is enclosed.

The State of Utah allows drivers who hold a current and valid commercial drivers license from another state to operate a commercial vehicle in Utah. The applicable Utah Statute provides in part:

“(a) the person has a CDL issued by any state in accordance with the minimum federal standards for the issuance of commercial motor vehicle driver licenses.”

The Utah Department of Transportation supports the current language requirements that a driver is capable of reading and understanding the English language sufficiently to converse with officials or the public, and has the ability to read highway signs which includes electronic variable signs.

Utah appreciates the opportunity to respond to what we consider a very important safety issue. We encourage consideration as to what impact to the safety of the traveling public this will have if we have drivers on the highways not able to read or understand what is required when variable message signs indicate route changes or possible emergency situations. The protection of the traveling public is our highest priority, and with traffic increasing each year the task becomes more difficult and important. We have made great progress the past ten years in reducing truck fatalities as well as all truck accidents. We need to continue to move forward, modify, and create new and progressive safety programs that will enhance safety, but be cautious not to diminish what has made the program successful

Sincerely

A handwritten signature in black ink that reads "Norm Lindgren". The signature is written in a cursive style with a large, sweeping flourish at the end.

Norm Lindgren, Deputy Administrator
Motor Carrier Division

**INFORMATION SUBMITTED IN SUPPORT OF
THE UTAH POSITION THAT THE FEDERAL
MOTOR CARRIER SAFETY REGULATIONS
391.11(b)(2) SHOULD REMAIN UNCHANGED**

EXHIBIT NUMBER 1

**Location: St. George POE
Date: October 12, 1992**

ST. GEORGE PORT OF ENTRY
UTAH DEPARTMENT OF TRANSPORTATION

Handwritten initials
By / Norm L.

NOV 4 1993

INCIDENT REPORT

AGENT: Sharon R. Gates BADGE # A62

TYPE INCIDENT: Unqualified driver TIME & DATE 10-12-92 9:29

LOCATION OF INCIDENT: St. George POE

INVESTIGATING OFFICER _____ BADGE # _____

NARRATIVE

On the above date an Airport Distributing truck (they all have Croatia insignias on the side doors) bypassed the entrance to the port. The driver drove approximately a block passed the entrance then stopped at the side on the freeway. Arizona officer Celia Hoggard was at the controls and I was standing in the control area observing the traffic. Officer Hoggard immediately got on the CB radio to tell the trucker to continue on until he was parallel with the port and walk across. Instead on continuing as instructed the truck started to back up on the freeway in heavy traffic. Officer Hoggard continued to try to reach him on the CB radio, telling him to stop, and not to back up. She repeated this several times, but the driver continued to back up on the freeway, all over the freeway.

When the driver drove into the port and came in, Officer Hoggard ask him if he had his CB radio on, and he nodded yes. She then ask him why he had not done as instructed and he shrugged and indicated that he did not understand what she had said. She then indicated that he should see me at the Utah station. When I tried to converse with the driver he indicated that he did not understand anything I said. I ask him if he had a co-driver that understood English and he nodded yes. I ask him to go get his co-driver and bring him into the port with him.

The co-driver did understand English very well and acted as an interpreter. The driver was cited for improper travel on a one way lane, Utah code 41-6-60, pleaded guilty and posted bail, and forfeited bail to pay his fine. I ask the co-driver how some of the Polish drivers were able to get and CDL when one of the federal requirements was to speak and understand English and he indicated he didn't know and didn't care.

As part of our routine procedure I checked his log book and pointed out several of the things he was doing wrong, ie no total miles driven for the day, no manifest or trip number and hours not totaled some days. I instructed the co-driver to please be sure the driver corrected these discrepancies and he said he would.

My concern with this incident is that this is not the first time that we have had drivers in the port that neither read or speak English. In the twenty months that I have worked at the St. George Port we have had several drivers, mainly Hispanic or Polish that

SIGNATURE

Handwritten signature: Sharon R. Gates

DATE:

Handwritten date: 10-28-93

It into this category, the larger portion being of Polish decent
driving out of Illinois.

The Federal Motor Carrier Safety Regulations #391.11-b.2 states
that a driver must "read and speak the English language
sufficiently to converse with the general public, to understand
highway traffic signs and signals in the English language, to
respond to official inquiries, and to make entries on reports and
records."

I would like to know what recourse we have when we get drivers into
the port such as the one above, especially when the company is
contacted by the inspectors and by all indications are unconcerned
about the qualifications of their drivers? I would appreciate any
suggestions regarding this matter.

SIGNATURE

Robert S. Lutz

DATE: 10-28-83

COMMERCIAL VEHICLE INFORMATION

COMPANY WASIP PRTRK VLR
 UNIT # 4400000000
 CITY/STATE WASIP UT
 HAZMAT YES NO GVV 12 000

STATE OF UTAH
 COUNTY OF MO
 CITY OF WASIP

THE DEFENDANT IS HEREBY
 GIVEN NOTICE TO APPEAR IN:

COURT OF S. M. JORDAN
 LOCATED AT WASIP

Not less than (5) five nor more than (14) fourteen days after issuance of this citation.

DEPT. USE ONLY
 VIOLATION

DEPARTMENT
 ENFORCEMENT
 CODE

UTAH HIGHWAY PATROL
 UNIFORM CITATION OR INFORMATION
 AND NOTICE TO APPEAR



CASE NO. _____
 CITATION NO. **B 708880**

Name (Last) MATZIC (First) DAVID (Middle) _____
 Address 800 W. 1000 S. WALKER AVE - CAMPDEN UT (Zip) _____

DOB 02-08-58 Social Security Number 305-18-2033 HI 5A WI 154 HT 5'11" Eyes BRN Race M
 Driver License No. 2005-4400 State UT Vehicle License No. 174-1000 State _____ Expires _____
 Vehicle Color White Vehicle Year 2005 Vehicle Make PONTIAC Type Truck Model _____

Picture ID Yes No
 THE ABOVE NAMED DEFENDANT IS CHARGED WITH VIOLATING:
 UT I CO CY

V IMPROPER PARKING ON 1 WAY
LANE PARKING UP PARKWAY
ON PARKWAY 411 6-10

Location W. 1000 S. WALKER AVE Mile Post No. _____ Interstate Yes No Direction N S E W
 Date 06-10-09 19 _____ Military Time 09:19 Speeding _____ In a _____ Zone _____ MPH Over _____
 Code # _____ Misd. Cit. _____ Traf. _____

WITHOUT ADMITTING GUILT, I PROMISE TO APPEAR AS DIRECTED HEREIN.

SIGNATURE David Matzic

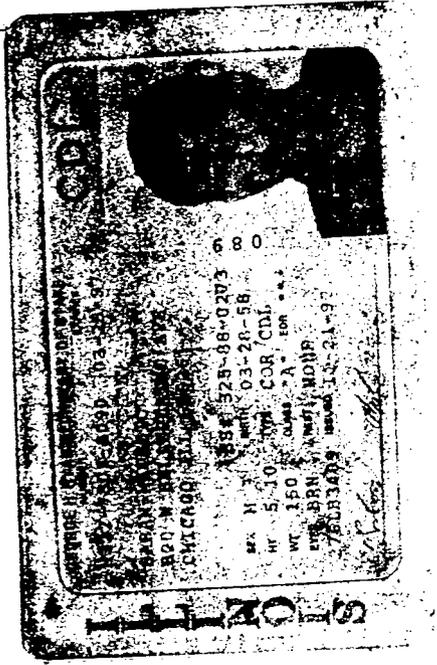
I CERTIFY THAT COPY OF THIS CITATION OR INFORMATION WAS DULY SERVED UPON THE DEFENDANT ACCORDING TO LAW ON THE ABOVE DATE AND I KNOW OR BELIEVE AND SO ALLEGE THAT THE ABOVE NAMED DEFENDANT DID COMMIT THE OFFENSE HEREIN SET FORTH CONTRARY TO LAW. I FURTHER CERTIFY THAT THE COURT TO WHICH THE DEFENDANT HAS BEEN DIRECTED TO APPEAR IS THE PROPER COURT PURSUANT TO SECTION 77-2-19.

OFFICER D. Matzic ID # 410
 COMPLAINANT _____ ID # _____
 DATE 06-10-09 19 _____ Docket No. _____

DEPT. COPY _____ Date Sent to DLD _____
 DEPT. COPY _____ Date Sent to DLD _____

RIGHT INDEX

407
391.1
12



309 371 35081

100

ILLINOIS APPORTIONMENT IDENTIFICATION CARD

FIRM # 4868 FLEET # 1 LICENSE # P 74012
 UNIT # 36A V.I.N. 1XPCCR9X7MN305086
 LICENSE ISSUED 03/17/93 LICENSE EXPIRES 03/31/94
 YEAR 91 MAKE PTRB
 WEIGHT GR # 80000 SUP # 0
 TYPE TR D TYPE OF CARRIER HAUL FOR HIRE
 LICENSE # 105089489

JOSIP PROTOKVIC & MARIO LUBRIC

JOSIP PROTOKVIC

6933 N CALDWELL ST
CHICAGO

IL. 60645



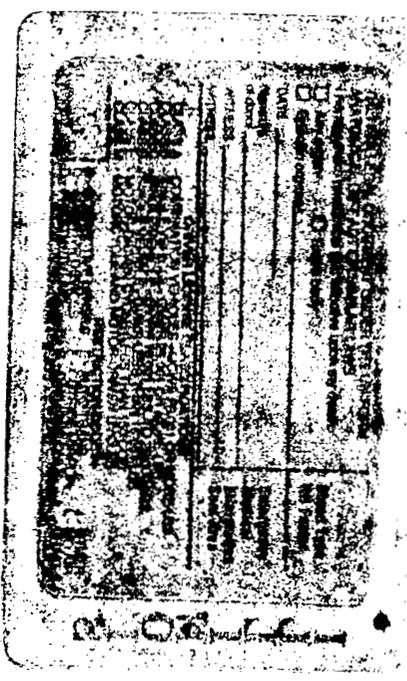
GEORGE H. RYAN
SECRETARY OF STATE
STATE OF ILLINOIS

CEI 88P25

VEHICLE DESCRIBED HEREIN HAS BEEN PROPORTIONALLY REGISTERED
BETWEEN THE STATE OF ILLINOIS
AND OTHER JURISDICTIONS SHOWN BELOW

AL	80000	AR	80000	AZ	80000	CA	QUAL.
CO	80000	CT	80000	FL	80000	GA	80000
IA	80000	ID	80000	IN	80000	KS	80000
KY	80000	LA	80000	MD	80000	ME	80000
MI	80000	MN	81000	MO	80000	MS	80000
MT	80000	NC	80000	ND	82000	NE	80000
NH	80000	NM	80000	NV	80000	NY	80000
OH	80000	OK	80000	OR	80000	PA	80000
SC	80000	SD	80000	TN	80000	TX	80000
UT	80000	VA	80000	VT	80000	WA	80000
WI	80000	WV	80000	WY	80000	**	*****
**	*****	**	*****	**	*****	**	*****

MOTOR CARRIER MEDICAL EXAMINER'S CERTIFICATE
 I certify that I have examined Mate Zic and find him to be qualified to drive a motor vehicle in accordance with the Federal Motor Carrier Safety Regulations, 49 CFR 391.41, 391.43 and 391.49.
 Knowledge of his true status is based on the following information:
 Qualified only when wearing corrective lenses
 Qualified only when wearing a hearing aid
 Medically unqualified if not accompanied by a driver
 Medically unqualified until a driving system, as complete as to be used, is installed and used
 A completed examination form for 9940-9-010000 is attached at the office of the examiner.
 DATE OF EXAMINATION: 1-4-93
 NAME OF EXAMINER: DR. MANSUR
 ADDRESS OF EXAMINER: 1001 N. Dearborn St., Chicago, IL 60610
 SIGNATURE OF EXAMINER: [Signature]
 SIGNATURE OF CARRIER: [Signature]
 TITLE OF CARRIER: SECRETARY
 ADDRESS OF CARRIER: 6933 N. Caldwell St., Chicago, IL 60645
 (REV. 7-90)



RECAP

DRIVER'S DAILY LOG
(ONE CALENDAR DAY - 24 HOURS)

ORIGINAL - File each day at home terminal
.DUPLICATE - Driver retains in his possession for eight days

10-1-205 93

(MONTH) (DAY) (YEAR) (TOTAL MILEAGE TODAY) I certify these entries are true and correct: VEHICLE NUMBERS - (SHOW EACH UNIT)

SABAXI MARZIC (DRIVER'S SIGNATURE IN FULL)

(TOTAL MILES DRIVING TODAY) (NAME OF CARRIER OR CARRIERS) (NAME OF CO-DRIVER)

A D I Romulo Mic (MAIN OFFICE ADDRESS) (HOME TERMINAL ADDRESS)

70 HR/8 DAY DRIVERS

TOTAL HOURS 24

1: OFF DUTY

2: SLEEPER BERTH

3: DRIVING

4: ON DUTY (NOT DRIVING)

REMARKS

CHICAGO

60 HR/7 DAY DRIVERS

TOTAL HRS. ON DUTY LAST 7 DAYS, INCL. TODAY

TOTAL HRS. AVAILABLE TOMORROW: 70 HRS. MINUS A

TOTAL HRS. ON DUTY LAST 6 DAYS, INCL. TODAY

TOTAL HRS. AVAILABLE TOMORROW: 60 HRS. MINUS A

TOTAL HRS. ON DUTY LAST 7 DAYS, INCL. TODAY

TOTAL HRS. ON DUTY LAST 6 DAYS, INCL. TODAY

FROM: (STARTING POINT OR PLACE) TO: (DESTINATION OR TURN AROUND POINT OR PLACE)

USE TIME STANDARD AT HOME TERMINAL

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Rev. 1/83

DRIVER'S DAILY LOG
(ONE CALENDAR DAY - 24 HOURS)

RECAP

TRIP # 45456
File each day at home terminal
Driver retains in his possession for eight days

ORIGINAL
DUPLICATE

28 A / 48132 / 48130

DAY NO.

Vehicle numbers - (SHOW EACH DAY)

SAZAX MATCZIC

MILAXI TOPALON

DRIVING HRS
TOTAL TIME 3

DRIVER'S SIGNATURE (IN FULL)

MILAXI TOPALON

ELC VALIC ILL

DRIVING VIOLATION TODAY

(NAME OF CO DRIVER)

(HOME TERMINAL ADDRESS)

(TOTAL MILES DRIVING TODAY)

ON DUTY HRS TODAY TOTAL UNFS 3 & 4

70 HR/8 DAY DRIVERS

11

13

A. TOTAL HRS. ON DUTY LAST 7 DAYS, INCL. TODAY

B. TOTAL HRS. AVAILABLE TO DRIVING 70 HRS MINUS A

C. TOTAL HRS. ON DUTY LAST 8 DAYS, INCL. TODAY

60 HR/7 DAY DRIVERS

A. TOTAL HRS. ON DUTY LAST 6 DAYS, INCL. TODAY

B. TOTAL HRS. AVAILABLE TO DRIVING 60 HRS. MINUS A

C. TOTAL HRS. ON DUTY LAST 7 DAYS, INCL. TODAY

24

DRIVING VIOLATION TODAY

(TOTAL MILEAGE TODAY)

(NAME OF CARRIER OR CARRIERS)

(MAIN OFFICE ADDRESS)

ON DUTY HRS TODAY TOTAL UNFS 3 & 4

(MID-NIGHT)

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DRIVING VIOLATION TODAY

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ON DUTY HRS TODAY TOTAL UNFS 3 & 4

(MID-NIGHT)

(MID-NIGHT)

(MID-NIGHT)

Shipping document, manifest number, or name of a shipper and commodity.
Check the time and enter name of place you reported and where released from work and when and where each change of duty occurred. Explain excess hours.

FROM: CHICAGO ILL TO: DENVER CO
(STARTING POINT OR PLACE) (DESTINATION OR TURN AROUND POINT OR PLACE)

USE TIME STANDARD AT HOME TERMINAL
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Rev. 1983

DRIVER'S DAILY LOG
(ONE CALENDAR DAY - 24 HOURS)

TRF#
File each day at home terminal
Driver retains in his possession for eight days

RECAP

DAY NO.
DRIVING HRS TODAY
TOTAL HRS 3

I certify these entries are true and correct:

ORIGINAL DUPLICATE
SARAH MATSUC
BEN PEROVIC
ELV VHC ILL

Vehicle numbers: (SHOW EACH UNIT)
3601 256641

TOTAL MILEAGE TODAY

TOTAL MILES DRIVING TODAY

NAME OF CARRIER OR CARRIERS

ROMULES MISC
(MAIN OFFICE ADDRESS)

(HOME TERMINAL ADDRESS)

MID-NIGHT	1	2	3	4	5	6	7	8	9	10	11	NOON	1	2	3	4	5	6	7	8	9	10	11	TOTAL HOURS
1: OFF DUTY																								17
2: SLEEPER BERTH																								2
3: DRIVING																								4 1/2
4: ON DUTY (NOT DRIVING)																								11
REMARKS																								24

Chicago IL
DENVER CO

Shipping document, manifest number, or name of a shipper and commodity.
Check the time and enter name of place you reported and where released from work and when and where each change of duty occurred. Explain excess hours.

FROM: CHICAGO IL (STARTING POINT OR PLACE)

TO: DENVER CO (DESTINATION OR TURN AROUND POINT OR PLACE)

USE TIME STANDARD AT HOME TERMINAL
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DRIVER'S DAILY LOG
(ONE CALENDAR DAY - 24 HOURS)

ORIGINAL : File each day at home terminal
DUPLICATE : Driver retains in his possession for eight days

10 / 10 93 (MONTH) (DAY) (YEAR) (TOTAL MILEAGE TODAY) 36 / 256641
 I certify these entries are true and correct: VEHICLE NUMBERS: (SHOW EACH UNIT)
 SABAX MATC2C
 (DRIVER'S SIGNATURE IN FULL) BEN PETHONC
 (NAME OF CO DRIVER)
 (TOTAL MILES DRIVING TODAY) 111
 (MAIN OFFICE ADDRESS) ELK VALIC ILL
 (HOME TERMINAL ADDRESS)
 (NAME OF CARRIER OR CARRIERS) A D I
 (NAME OF DRIVER) RUMICKS

	1	2	3	4	5	6	7	8	9	10	11	NOON	1	2	3	4	5	6	7	8	9	10	11	TOTAL HOURS
1: OFF DUTY																								
2: SLEEPER BERTH																								
3: DRIVING																								
4: ON DUTY (NOT DRIVING)																								

REMARKS
 MID-NIGHT 1 2 3 4 5 6 7 8 9 10 11 NOON 1 2 3 4 5 6 7 8 9 10 11
 MID-NIGHT 1 2 3 4 5 6 7 8 9 10 11 NOON 1 2 3 4 5 6 7 8 9 10 11
 Chicago
 Peoria
 Springfield
 Matc 2c
 N.V.
 DENVER CO LAX CA

FROM: CHICAGO ILL (STARTING POINT OR PLACE)
 TO: DENVER CO LAX CA (DESTINATION OR TURN AROUND POINT OR PLACE)
 USE TIME STANDARD AT HOME TERMINAL
 © Copyright 1983 & Published by J. J. KELLER & ASSOCIATES, INC.

RECAP

PAY NO.
 DRIVING HRS TODAY
 TOTAL HRS 3
 DRIVING VIOLATION TODAY
 TOTAL HRS ON DUTY LAST 7 DAYS INCL TODAY
 TOTAL HRS ON DUTY LAST 7 DAYS INCL TODAY
 TOTAL HRS ON DUTY LAST 7 DAYS INCL TODAY
 TOTAL HRS AVAILABLE TOMORROW: 70 HRS MINUS A
 TOTAL HRS ON DUTY LAST 7 DAYS INCL TODAY
 TOTAL HRS AVAILABLE TOMORROW: 60 HRS MINUS A
 TOTAL HRS ON DUTY LAST 7 DAYS INCL TODAY
 TOTAL HRS AVAILABLE TOMORROW: 70 HRS MINUS A

DRIVER'S DAILY LOG
(ONE CALENDAR DAY - 24 HOURS)

ORIGINAL : File each day at home terminal
DUPLICATE : Driver retains in his possession for eight days

10 (MONTH) 11 (DAY) 93 (YEAR)

(TOTAL MILEAGE TODAY)

I certify these entries are true and correct.

(TOTAL MILES DRIVING TODAY)

VEHICLE NUMBERS (SHOW EACH UNIT)

(NAME OF CARRIER OR CARRIERS)

(DRIVER'S SIGNATURE IN FULL)

(NAME OF CO-DRIVER)

(MAIN OFFICE ADDRESS)

MID-NIGHT	TOTAL HOURS											
	1	2	3	4	5	6	7	8	9	10	11	
OFF DUTY												19 1/2
SLEEPER BERTH												4 1/2
DRIVING												24
ON DUTY (NOT DRIVING)												
REMARKS												

Shipping document, manifest number, or name of a shipper and commodity.
Check the time and enter name of place you reported and where released from work and when and where each change of duty occurred. Explain excess hours.

FROM: CHICAGO ILL (STARTING POINT OR PLACE)

TO: LOS ANGELES CA (DESTINATION OR TURN AROUND POINT OR PLACE)

USE TIME STANDARD AT HOME TERMINAL
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RECAP

DAY NO.
DRIVING HRS
TOTAL HRS

DRIVING VIOLATION TODAY

ON DUTY HRS TODAY
TOTAL HRS 3 & 4

70 HR/8 DAY DRIVERS

A. TOTAL HRS ON DUTY LAST 7 DAYS, INCL TODAY

B. TOTAL HRS AVAILABLE TODAY, MINUS A. 70 HRS, MINUS A

C. TOTAL HRS ON DUTY LAST 8 DAYS, INCL TODAY

60 HR/7 DAY DRIVERS

A. TOTAL HRS ON DUTY LAST 6 DAYS, INCL TODAY

B. TOTAL HRS AVAILABLE TOMORROW, 60 HRS, MINUS A

C. TOTAL HRS ON DUTY LAST 7 DAYS, INCL TODAY

DRIVER'S DAILY LOG
(ONE CALENDAR DAY - 24 HOURS)

ORIGINAL : File each day at home terminal
DUPLICATE : Driver retains in his possession for eight days

RECAP

DAY NO
DRIVING HRS
TOTAL HRS
VIOLATION
TODAY

(TOTAL MILEAGE TODAY) 36 2526.41
I certify these entries are true and correct: VEHICLE NUMBERS - (SHOW EACH UNIT)

(TOTAL MILES DRIVING TODAY)
SABAN MARKER
(DRIVER'S SIGNATURE IN FULL)

(MONTH) (DAY) (YEAR)
10 12 93

ON DUTY HRS
TOTAL
LINES 3 & 4

BEN PERAZIC
(NAME OF CO-DRIVER)

(NAME OF CARRIER OR CARRIERS)
ADI

(MAIN OFFICE ADDRESS)
Remulos mic

TOTAL HRS ON
DUTY LAST 7
DAYS, INCL
TODAY

EXMILIC III
(HOME TERMINAL ADDRESS)

(TOTAL MILES DRIVING TODAY)

(MONTH) (DAY) (YEAR)

TOTAL HRS ON
DUTY LAST 7
DAYS, INCL
TODAY

70 HR/8 DAY DRIVERS

(TOTAL MILES DRIVING TODAY)

(MONTH) (DAY) (YEAR)

TOTAL HRS ON
DUTY LAST 7
DAYS, INCL
TODAY

60 HR/7 DAY DRIVERS

(TOTAL MILES DRIVING TODAY)

(MONTH) (DAY) (YEAR)

TOTAL HRS ON
DUTY LAST 7
DAYS, INCL
TODAY

70 HRS MINUS A

(TOTAL MILES DRIVING TODAY)

(MONTH) (DAY) (YEAR)

TOTAL HRS ON
DUTY LAST 7
DAYS, INCL
TODAY

60 HRS MINUS A

(TOTAL MILES DRIVING TODAY)

(MONTH) (DAY) (YEAR)

TOTAL HRS ON
DUTY LAST 7
DAYS, INCL
TODAY

60 HRS MINUS A

(TOTAL MILES DRIVING TODAY)

(MONTH) (DAY) (YEAR)

TOTAL HRS ON
DUTY LAST 7
DAYS, INCL
TODAY

60 HRS MINUS A

(TOTAL MILES DRIVING TODAY)

(MONTH) (DAY) (YEAR)

TOTAL HRS ON
DUTY LAST 7
DAYS, INCL
TODAY

60 HRS MINUS A

(TOTAL MILES DRIVING TODAY)

(MONTH) (DAY) (YEAR)

TOTAL HRS ON
DUTY LAST 7
DAYS, INCL
TODAY

60 HRS MINUS A

(TOTAL MILES DRIVING TODAY)

(MONTH) (DAY) (YEAR)

TOTAL HRS ON
DUTY LAST 7
DAYS, INCL
TODAY

60 HRS MINUS A

(TOTAL MILES DRIVING TODAY)

(MONTH) (DAY) (YEAR)

1: OFF DUTY

2: SLEEPER BERTH

3: DRIVING

4: ON DUTY (NOT DRIVING)

REMARKS

MID-NIGHT

NOON

TOTAL HOURS

TOTAL HOURS

TOTAL HOURS

TOTAL HOURS

FROM: LOS ANGELES CA

(STARTING POINT OR PLACE)

TO: DENVER CO

(DESTINATION OR TURN AROUND POINT OR PLACE)

USE TIME STANDARD AT HOME TERMINAL

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Shipping document, manifest number, or name of a shipper and commodity.
Check the time and enter name of place you reported and where released from work and when and where each change of duty occurred. Explain excess hours.

**INFORMATION SUBMITTED IN SUPPORT OF
THE UTAH POSITION THAT THE FEDERAL
MOTOR CARRIER SAFETY REGULATIONS
391.11(b)(2) SHOULD REMAIN UNCHANGED**

EXHIBIT NUMBER 2

**Location: St. George POE
Date: April 3, 1994**

ST. GEORGE PORT OF ENTRY
UTAH DEPARTMENT OF TRANSPORTATION

INCIDENT REPORT

AGENT: SHARON R. GATES BADGE # 50A62

TYPE INCIDENT NON ENGLISH SPEAKING DRIVER TIME & DATE 09:00 4-3-94

LOCATION OF INCIDENT: ST. GEORGE PORT OF ENTRY /

INVESTIGATING OFFICER _____ BADGE # _____

NARRATIVE

AT APPROXIMATELY 09:00 ON SUNDAY, APRIL 3, 1994 A VEHICLE REGISTERED TO FULLMER CATTLE COMPANY WITH CALIFORNIA REGISTRATION WAS BROUGHT INTO THE SOUTH BOUND PORT. THE DRIVER DID NOT HAVE ANY PERMITS FOR UTAH OR ARIZONA. WHEN HE WAS ASK WHERE HE CAME INTO THE PORT HE DID NOT UNDERSTAND WHAT WE WERE SAYING AND IT WAS VERY DIFFICULT TRYING TO GET HIM TO UNDERSTAND WHAT WE MEANT, ALTHOUGH HE FINALLY DID COMPREHEND IT. HE HAD ENTERED UTAH GOING NORTH BOUND ON APRIL SECOND, BUT SAID HE HAD NOT BOUGHT PERMITS BECAUSE HE WAS NOT CALLED INTO THE PORT AND HADN'T STOPPED THERE. I EXPLAINED TO HIM THAT IT WAS HIS OBLIGATION TO STOP WHETHER HE WAS CALLED IN OR NOT IF HE NEEDED PERMITS. HOW MUCH OF WHAT I WAS TELLING HIM WAS COMPREHENDED BY THE DRIVER I DON'T KNOW, AS HE SPOKE VERY LIMITED ENGLISH.

I THEN ASK THE DRIVER FOR HIS DRIVERS LICENSE AND LOG BOOK. THE LOG BOOK IS IN VIOLATION ON SEVERAL COUNTS, I.E. WHEN QUESTIONED ABOUT THE FIFTEEN AND THIRTY MINUTE INTERVALS SHOWN AS SLEEPER BERTH HE HALTINGLY EXPLAINED THAT THOSE WERE SAFETY CHECKS ON THE VEHICLE. I EXPLAINED TO HIM THAT THE VEHICLE CHECKS WERE ON DUTY, NOT DRIVING AND THAT THE ONLY TIME LOGGED FOR SLEEPER BERTH WAS TIME SPENT IN THE SLEEPER. HE KEPT NODDING YES BUT HOW MUCH OF WHAT I TOLD WAS UNDERSTOOD I DO NOT KNOW. MY GUESS WOULD BE NOT MUCH. IN ADDITION TO THE SLEEPER BERTH ERROR, THE DRIVERS LOG WAS ALSO ADDED INCORRECTLY AND WHEN ADDED CORRECTLY WITH THE SAFETY CHECK IN THE PROPER CATEGORY THE DRIVER WOULD HAVE HAD A TOTAL OF SIXTEEN HOURS ON DUTY AND DRIVING FOR THE DATE OF APRIL 2. HE DID NOT HAVE THE TOTAL MILES DRIVEN FOR THE DAY OR THE MANIFEST OR TRIP NUMBER ON THE LOG. HE DID NOT HAVE THE PREVIOUS SEVEN DAYS IN POSSESSION AS HE SAID HE DID NOT DRIVE ALL THE TIME.

ALL OF THE CONVERSING DONE WITH THIS DRIVER WAS VERY DIFFICULT AND LIMITED AND THE ARIZONA OFFICER, CELIA HOGGARD, REPLIED THAT SHE DID NOT UNDERSTAND HOW THESE NON-ENGLISH SPEAKING DRIVERS COULD GET A COMMERCIAL DRIVERS LICENSE OR WHY THE STATE OF CALIFORNIA WOULD ISSUE ONE TO SOMEONE WITH SUCH A LIMITED KNOWLEDGE OF THE ENGLISH LANGUAGE.

SIGNATURE *Sharon R. Gates* DATE: 4/3/94

REGISTRATION VALUE FROM
COML 12/31/93 TO 12/31/94 31 9A48237

VEHICLE IDENTIFICATION				MAKE			
1FUPYDYB5BP194225				FRHT			
DS	00	00/00/80	DS 00	81	G32 D	MP	
DATE ISSUED	AX	WC	UNLADEN WEIGHT	VALID	TOTAL FEES PAID		
01/12/94	3	U	18630		\$1007	3300	

UNIT #15

REGISTERED
OWNER
LIENHOLDER

FULLMER CATTLE CO
16600 HELLMAN AVE
CORONA CA 91720

ELOISE WARD
367 S 100 W
ST GEORGE
UT

84770
177940107H80025C

STATE OF CALIFORNIA
DEPARTMENT OF MOTOR VEHICLES
VALIDATED REGISTRATION CARD
READ REVERSE SIDE - IMPORTANT INSTRUCTIONS

MEDICAL EXAMINER'S CERTIFICATE

I certify that I have examined the driver named below in accordance with the Motor Carrier Safety Regulations (49 CFR 391. 41-391.49) and with knowledge of his duties, I find him qualified under the regulations. A completed examination form for this person is on file in my office.

Qualified only when wearing: Corrective lenses. A hearing aid.

DRIVER'S NAME (PRINT) MIGUEL OZEGUERA	SIGNATURE OF EXAMINING DOCTOR <i>[Signature]</i>
NAME OF EXAMINING DOCTOR (PRINT) CHARLES Y. HO, M.D.	ADDRESS OF EXAMINING DOCTOR 2525 S. EUCLID AVE., COTRARIO, CA 91761
DATE OF EXAMINATION 07-21-93	DRIVER LICENSE NO. 14892816
DRIVER'S SIGNATURE	

DL 51A (REV. 3/91)

CALIFORNIA
COMMERCIAL DRIVER LICENSE
A4892816 CLASS: A ENDORS: TN
EXPIRES 08-24-97



MIGUEL OZEGUERA
14703A HALTERS ST.
CORONA CA 91728
SEX: M HAIR: BRN EYES: BLU
HT: 5-05 WT: 160 DOB: 08-24-49

07/98/93 586 12/ FD/97 111D

DRIVER'S DAILY LOG
(ONE CALENDAR DAY - 24 HOURS)

ORIGINAL - FILE EACH DAY AT HOME TERMINAL
DUPLICATE - DRIVER RETAINS IN HIS POSSESSION (FOR ONE MONTH)

(MONTH) 4 (DAY) 1 (YEAR) 94 I certify these entries are true and correct: VEHICLE NUMBERS - (SHOW EACH UNIT) 15
 (TOTAL MILEAGE TODAY) _____ (DRIVER'S SIGNATURE IN FULL) MIGUEL OZEUJEKA
 (TOTAL MILES DRIVING TODAY) _____

(NAME OF CARRIER OR CARRIERS) FULLMER CATTLE CO. (NAME OF CO-DRIVER) _____
 (MAIN OFFICE ADDRESS) 16600 HELLMAN AV. COKONA CA (HOME TERMINAL ADDRESS) _____

	MID-NIGHT												NOON												Total Hours
	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11		
1: OFF DUTY																								22	
2: SLEEPER BERTH																									
3: DRIVING																								1	
4: ON DUTY (Not Driving)																								1	
REMARKS																								24	

From: COKONA CA (STARTING POINT OR PLACE) To: UTAH BRIDGELAND (BY TRIP OR TURN AROUND POINT OR PLACE)
 Shipping document, manifest number, or name of a shipper and commodity, information required by Section 395.8(o).
 Check the time and enter name of place you reported and where released from work and when and where each change of duty occurred. E-plain excess hours -- Section 395.8(o).

USE TIME STANDARD AT HOME TERMINAL

8K681

These instructions are equally applicable to logs kept on a manifest or a night or noon basis.

31

DRIVER'S DAILY LOG
(ONE CALENDAR DAY — 24 HOURS)

ORIGINAL — FILE EACH DAY AT HOME TERMINAL
DUPLICATE — DRIVER RETAINS IN HIS POSSESSION FOR ONE MONTH

4 2 94
(MONTH) (DAY) (YEAR)

(TOTAL MILEAGE TODAY)

I certify these entries are true and correct: VEHICLE NUMBERS — (SHOW EACH UNIT)

15
MIGUEL DIEZGUEXA
(DRIVER'S SIGNATURE IN FULL)

(TOTAL MILES DRIVING TODAY)

Fullmer CATTLE CO.
(NAME OF CARRIER OR CARRIERS)

(NAME OF CO-DRIVER)

16600 HELLMAN AV. CORONA CA.
(MAIN OFFICE ADDRESS)

(HOME TERMINAL ADDRESS)

		1	2	3	4	5	6	7	8	9	10	11	Total Hours
1: OFF DUTY	MID-NIGHT												9 1/2
2: SLEEPER BERTH													5 1/2
3: DRIVING													2 1/2
4: ON DUTY (Not Driving)													
REMARKS	MID-NIGHT												

BRIDGELAND.

STAN
TOK
SOME
SOM
SOM
SOM

Shipping document, manifest number, or name of a shipper and commodity, information required by Section 395.8(o).
Check the time and enter name of place you reported and where released from work and where you were each change of duty occurred. Explain excess hours — Section 395.8(o).

From: CORONA CA To: BRIDGELAND, CA
(STARTING POINT OR PLACE) (DESTINATION OR TURN-AROUND POINT OR PLACE)

USE TIME STANDARD AT HOME TERMINAL

REDIFORM 8K881

Remarks:

DRIVER'S DAILY LOG
(ONE CALENDAR DAY - 24 HOURS)

ORIGINAL - FILE EACH DAY AT HOME TERMINAL
DUPLICATE - DRIVER RETAINS IN HIS POSSESSION FOR ONE MONTH

4 (MONTH) 3 (DAY) 94 (YEAR)

(TOTAL MILEAGE TODAY)

I certify these entries are true and correct: VEHICLE NUMBERS - (SHOW EACH UNIT)

15
MIGUEL OZQUEGA
(DRIVER'S SIGNATURE IN FULL)

(TOTAL MILES DRIVING TODAY)

FULLMER CATTLE CO.
(NAME OF CARRIER OR CARRIERS)

(NAME OF CO-DRIVER)

16600 HELLMAN AV. CORONA CA.
(MAIN OFFICE ADDRESS)

(HOME TERMINAL ADDRESS)

	1	2	3	4	5	6	7	8	9	10	11	Total Hours
1: OFF DUTY												
2: SLEEPER BERTH												
3: DRIVING												
4: ON DUTY (Not Driving)												
REMARKS												

VIEW AREA

Shipping document, manifest number, or name of a shipper and commodity, information required by Section 395.8(o).
Check the time and enter name of place you reported and where released from work and when and where each change of duty occurred. Explain excess hours -- Section 395.8(o).

From: BRIDGELAND UTAH To: CORONA CA.
(STARTING POINT OR PLACE) (DESTINATION OR TURN AROUND POINT OR PLACE)

USE TIME STANDARD AT HOME TERMINAL

6K681

REDIFORM®

Remarks:

**INFORMATION SUBMITTED IN SUPPORT OF
THE UTAH POSITION THAT THE FEDERAL
MOTOR CARRIER SAFETY REGULATIONS
391.11(b)(2) SHOULD REMAIN UNCHANGED**

EXHIBIT NUMBER 3

Location: St. George POE

Date: April 22, 1994

Southbound 03:07 hrs
4/22/94



TEL: 8007496058

Apr 1, 94 19:22 No.105 P.01

1995 ILLINOIS IRP
TEMPORARY APPORTIONMENT AUTHORIZATION

Complete in full, must be dated: void if there are erasures, valid only for 45 days from date issued for the vehicle described herein and is not used on renewable vehicles.

NO. 135061 Date:04/01/94

IRP FIRM NO. 12565
FIRM NAME TJW EXPRESS LINES INC
ILL ADDRESS 2767 OLD HIGGINS ROAD
CITY & STATE ELK GROVE VILLA IL
LESSOR NAME

FLEET NO. 1 UNIT NO. 128A
ILLINOIS PLATE #

ZIPCODE 60007

VEHICLE DESCRIPTION: YEAR 94 MAKE KW
VEHICLE IDENTIFICATION NUMBER 1XKADB9XSRJ630077
COMBINED GROSS WEIGHT 80,000

VEHICLE TYPE TR
PLATE # TO BE TRANSFERRED

REASON FOR TEMP ISSUANCE:

REPL 94 PMT #216585

AL: 80,000	AR: 80,000	AZ: 80,000	CA: QUAL	CO: 80,000
FL: 80,000	GA: 80,000	IA: 80,000	ID: 80,000	IN: 80,000
KY: 80,000	LA: 80,000	MA: 80,000	MD: 80,000	ME: 80,000
MN: 80,000	MO: 80,000	MS: 80,000	MT: 80,000	NE: 80,000
ND: 80,000	NH: 80,000	NM: 80,000	NV: 80,000	NY: 80,000
OK: 80,000	OR: 80,000	PA: 80,000	SC: 80,000	SD: 80,000
TN: 80,000	TX: 80,000	UT: 80,000	VA: 80,000	VT: 80,000
WI: 80,000	WV: 80,000	WY: 80,000		

CERTIFY THAT THE VEHICLE DESCRIBED ABOVE IS A PART OF A FLEET WHICH WILL BE PROPORTIONALLY REGISTERED, AND THAT THE APPLICATION FOR REGISTRATION SHALL BE FILED AND COMPLETED WITH THE STATE AND WEIGHTS.

SIGNED: STEWART G. HARRIS, AGENT
TRANSCEIVER UNITED - DALLAS
APPROVED BY: KATHY
State of Illinois

Office of the Secretary of State
Commercial & Farm Truck Division

ISSUED BY: KATHY
ORDERED BY:
KEN/DA SAFETY DIR
TJW EXPRESS LINES INC
2767 OLD HIGGINS ROAD
ELK GROVE VILLA IL 60007
(708)806-6888

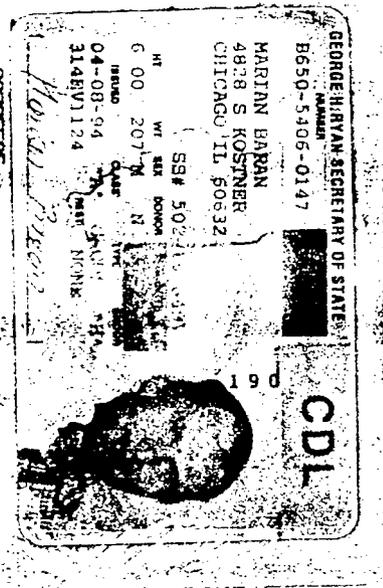
SEND PERMIT TO: TJW EXPRESS LINES
ELK GROVE VILLAIL
(708)806-6907 (708)806-6888
999999

- T R A N S C E I V E R -

State Fee of ---- \$ 2.00

*** ** *
* ** * * *

00705585



ILLINOIS APPORTIONMENT IDENTIFICATION CARD

FIRM #	4014	FLEET #	2	LICENSE #	P 121675	DATE ISSUED	03/18/94	LICENSE EXPIRES	03/31/95
UNIT #	250	VIN	1XKADR9X4MJ564137	YEAR	91	MAKE	KW	WEIGHT GR #	80000
TYPE	D	FUEL	HAUL	TYPE OF CARRIER	FOR HIRE	SUPP #	0	VEHICLE DESCRIBED HEREIN HAS BEEN PROPORTIONALLY REGISTERED BETWEEN THE STATE OF ILLINOIS AND OTHER JURISDICTIONS SHOWN BELOW ALL WEIGHTS ARE SHOWN IN POUNDS	
FIRM # 4014 FLEET # 2 LICENSE # P 121675 UNIT # 250 VIN 1XKADR9X4MJ564137 YEAR 91 MAKE KW WEIGHT 80000									



GEORGE H. RYAN
 SECRETARY OF STATE
 STATE OF ILLINOIS

J K C TRUCKING INC
 136 FOREST TRAIL
 OAK BROOK IL 60521

AL	80000	AR	80000	AZ	80000	CA	80000	QUAL
CO	80000	FL	80000	GA	80000	IA	80000	80000
ID	80000	IN	80000	KS	80000	KY	80000	80000
LA	80000	MI	80000	MIN	80000	MO	80000	80000
MS	80000	MT	80000	NC	80000	NE	80000	80000
NM	80000	NV	80000	OH	80000	OK	80000	80000
OR	80000	PA	80000	SD	80000	TN	80000	80000
TX	80000	UT	80000	VA	80000	WA	80000	80000
WY	80000	WY	80000	WY	80000	WY	80000	80000

Transmit Confirmation Report

No. : 003
Receiver : MOTOR CARRIER
Transmitter : ST. GEORGE POE N/B
Date : Apr 22 94 9:41
Time : 04'46
Mode : Norm
Pages : 07
Result : OK

**INFORMATION SUBMITTED IN SUPPORT OF
THE UTAH POSITION THAT THE FEDERAL
MOTOR CARRIER SAFETY REGULATIONS
391.11(b)(2) SHOULD REMAIN UNCHANGED**

EXHIBIT NUMBER 4

**Location: St. George POE
Date: May 5, 1994**

ST. GEORGE PORT OF ENTRY
UTAH DEPARTMENT OF TRANSPORTATION

INCIDENT REPORT

AGENT: BRAD K DEAN _____ BADGE #50A44__

TYPE INCIDENT: CANT SPEAK ENGLISH _____ TIME & DATE 16:45 05-05-94

LOCATION OF INCIDENT: ST GEORGE PORT OF ENTRY _____

INVESTIGATING OFFICER: BRAD K DEAN _____ BADGE #50A44__

NARRATIVE

A TRUCK CAME ACROSSED THE SCALES AND DID NOT DO WHAT ARE SIGN SAID
SO WHEN THE DRIVER CAME IN HE COULD NOT SPEAK ENGLISH NOR COULD HIS
CO DRIVER THE TRUCKING CO NAME WAS ANTON KRISTIJANTO

SIGNATURE _____ DATE: _____

IOWA		DRIVER'S LIC	
CLASS	ENDORSEMENT	RESTRICTIONS	SEX
A	NONE	NONE	M
IDENTIFICATION NUMBER		ISSUE DATE	
482215236		06-18-93	
BIRTH DATE		EXPIRES	
03-04-1954		03-04-97	
SEX	RACE	HEIGHT	WEIGHT
M	BRO	5-05	130
SIGNATURE			
<i>Purwanto Kohan</i>			
79901574			
KOHAN, PURWANTO			
5502 OLD LAKEPORT RD			
SIOUX CITY, IA 51106			
		GLA	GRS
		N	N

Cannot Speak English

INTERNATIONAL REGISTRATION PLAN APPORTIONED CAB CARD

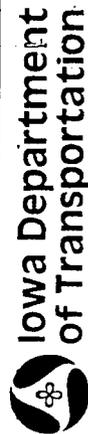
VEHICLE DESCRIBED HEREIN HAS BEEN PROPORTIONALLY REGISTERED BETWEEN THE STATE OF IOWA AND OTHER JURISDICTIONS SHOWN BELOW

PLATE NO. PJ9203
EXPIRES 12/31/94

I am aware of all applicable federal and state commercial vehicle safety regulations.

Owner		Acct. No.	
ANTON KRISTIJANTO		IA0005214	
Unit No.	Year Make	Type	Vehicle Identification
104	91 KW	TT	1XKADB9X3MS558699
Carrier No.	FLT#	Title No.	Date Issued
421308769	01	97-U307898	01/27/94
Fuel	Suppl#	AX/ST	Percent
D	000	03	04.293
Operator		Unladen Wt.	Wt. Grp.
		017000	001
Operator		Combine G V W	
		080000	
Address			
KRISTIJANTO, ANTON			
5502 OLD LAKEPORT RD RR			
City		State	ZIP Code
SIOUX CITY		IA	51106

ENFORCEMENT DATE
03/14/95



Iowa Department of Transportation

AZ 080000 CA QUAL CO 080000
IA 080000 KS 080000 NE 080000
NM 080000 NV 080000 OK 080000
SD 080000 TX 080000 UT 080000
WY 080000 ** * * * * *
** * * * * *

**INFORMATION SUBMITTED IN SUPPORT OF
THE UTAH POSITION THAT THE FEDERAL
MOTOR CARRIER SAFETY REGULATIONS
391.11(b)(2) SHOULD REMAIN UNCHANGED**

EXHIBIT NUMBER 5

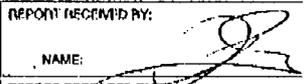
**Location: St. George POE
Date: July 20, 1994**

TO: NORM LINDGREN

DATE: 07/20/94

FROM: INSPECTION OFFICE (ST. GEORGE POE)

IN REFERENCE TO CVSA INSPECTION REPORT #06639 JKC TRUCKING, DRIVER MR. JAN ROZNER. DRIVER COULD NOT UNDERSTAND TRAFFIC SIGNS & SIGNALS & THEREFORE STOPPED AT FIRST WEIGH IN MOTION SCALES FOR APPROXIMATELY 3-5 MINUTES BOTTLENECKING TRAFFIC. THIS PRESENTED A DANGEROUS SITUATION AS CMV TRAFFIC BACKED UP NEARLY TO THE INTERSTATE BEFORE DRIVER FINALLY STARTED MOVING AGAIN & WAS PULLED INTO INSPECTION BAY #2 FOR A CVSA INSPECTION.

CVSA NUMBER UT-P 06639		NAME OF MOTOR CARRIER JKC TRUCKING COMPANY INC.		OWNED LEASED LEASED	
UTAH DEPARTMENT OF TRANSPORTATION MOTOR CARRIER SECTION DRIVER/EQUIPMENT COMPLIANCE CHECK		PRINCIPAL OFFICE STREET ADDRESS 136 FOREST TRAIL		STATE IL	
LOCATION SITE B - SCALE XIX XAIXIXIX XFX IXIXIX		CITY OAK BROOK		ZIP CODE 60521	
USDOT NUMBER		DRIVER INFORMATION D.L. No. R256368000810		LICENSE STATE MI	
I.C.C. NUMBER 194782		LAST NAME: ROZNER		DOB: 10/20/53	
ACCIDENT? NO		FIRST NAME: JAN		M O Y	
INSPECTION LEVEL 1 2 3 4		DESCRIPTION OF EACH UNIT		ENTER CODE(S) FOR ALL HAZARDOUS MATERIALS	
DATE OF THE INSPECTION 07/20/94		TYPE POWER UNIT NO. 395		A - EXA H - OOR O - HRTT	
WHAT TIME DID THE INSPECTION START? MILITARY TIME 09:30		MAKE KW YEAR 91		B - EXB I - OOO P - ORM	
LOCATION OF INSPECTION P.O.E., COUNTY & ROAD ST. GEORGE P.O.E.		LICENSE # P4B46A STATE L		C - EXD J - OVA O - HAZWST	
COMMODITY CARRIED AGRICULTURE PRODUCTS		MC STICKER #		D - FL K - OIB R - ETOAOT	
CODE FOR TYPE OF TRANSPORT A		ST FT 1ST TOWED UNIT NO. 703		E - FS L - OOMB S - PLASTAOT	
A - INTERSTATE CARRIER B - INTRASTATE CARRIER		MAKE GDAN YEAR 94		F - FLO M - IAM T - CRYOGENICS	
		LICENSE # J102641 STATE L		G - NFO N - OROP Z - OTHER	
		MC STICKER #		PRODUCT	
		ST FT 2ND TOWED UNIT NO.		QUANTITY OF HAZARDOUS MATERIAL	
		MAKE _____ YEAR _____		A - LESS THAN 100 LB.	
		LICENSE # _____ STATE _____		B - 1001 LB - 10' ON	
		MC _____ STICKER # _____		C - OVER 10 TON	
		ST FT 3RD TOWED UNIT NO.		ARE PLACARDS REQUIRED / AFFIXED?	
		MAKE _____ YEAR _____		Y N Y N	
		LICENSE # _____ STATE _____			
		MC _____ STICKER # _____			
RULE OR STATUTE #	O 6	C I T	P O V	UNIT NUMBER	VIOLATIONS DISCOVERED:
391.11B2				DRIVER	DRIVER CANNOT READ & SPEAK ENGLISH SUFFICIENTLY TO UNDERSTAND HIGHWAY TRAFFIC SIGNS & TO RESPOND TO OFFICIAL INQUIRIES
395.BD11				DRIVER	DRIVER FAILS TO RECORD SHIPPING DOCUMENT #'S OR NAME OF SHIPPER & COMMODITY IN REPORT OF DUTY STATUS
393.65				395	RIGHT SIDE - FUEL LINE CROSSOVER EXTENDING TOO LOW / UNPROTECTED
393.95F				395	WARNING DEVICE INADEQUATE (BI-DIRECTIONAL TRUCKS) 1 OF 3 REQUIRED TO BE MOUNTED
393.207A				703	AXLE H 4 BOTH SIDES - TRACKING / TORQUE B/R LOOSE (BUSHINGS WORN)
393.45A4				703	ABOVE AXLE H 4 RIGHT SIDE - AIR HOSE CHAFING ON AIR RESERVOIR TANK
393.45A4				703	ABOVE & BETWEEN AXLE H 4 & 5 CENTER - AIR HOSE CHAFING ON FRAME CROSSOVER BAR
393.207A				703	AXLE H 5 BOTH SIDES - TRACKING / TORQUE B/R LOOSE (BUSHINGS WORN)
***** VIOLATION(S) CONTINUED ON SUPPLEMENT FORM(S) *****					
DRIVER OUT OF SERVICE NOTICE: THIS DRIVER SHALL NOT DRIVE ANY COMMERCIAL MOTOR VEHICLE UNTIL:			CARRIER NOTIFICATION BY: DRIVER		
			BY: OFFICER DRIVER		
-OUT OF SERVICE NOTICE: THIS VEHICLE(S) IS OUT OF SERVICE IF INDICATED BY AN X IN THE OOS COLUMN ABOVE, AND SHALL NOT BE OPERATED UNTIL ALL OUT OF SERVICE VIOLATIONS ARE REPAIRED OR CORRECTED.			REPORT RECEIVED BY:		
			NAME: 		
CERTIFICATION OF "OUT OF SERVICE" DEFECTS REPAIRED: I CERTIFY THAT THE DEFECTS LISTED BY AN X IN THE OOS COLUMN ABOVE, HAVE BEEN REPAIRED PRIOR TO FURTHER OPERATION OF THE VEHICLE(S).			REPORT PREPARED BY:		
			NAME: R. D. BOYCE NUMBER: 58A32		
			NAME: K. J. KENDALL NUMBER: 38A06		
DATE REPAIRED: _____ TIME REPAIRED: _____ AM PM SIGNATURE: _____			WHAT TIME DID THE INSPECTION END?		
			MILITARY TIME: 10:15		
NOTE TO MOTOR CARRIER: ALL DEFECTS NOTED ON THIS AND ANY SUPPLEMENT SHEETS MUST BE CORRECTED PRIOR TO REDISPATCH OF VEHICLE(S). A RESPONSIBLE COMPANY OFFICIAL CERTIFIES BY SIGNING BELOW THAT ALL DEFECTS HAVE BEEN CORRECTED PRIOR TO REDISPATCH OF VEHICLE(S).					
NAME: _____ TITLE: _____ DATE: _____					
THE COMPANY / CARRIER (PINK) COPY MUST BE RETURNED WITHIN 15 DAYS TO OFFICE OF MOTOR CARRIERS, 4501 SOUTH 2700 WEST, S. L.T. LAKE CITY, UTAH 84119.					

BEHOLD
 ONE COPY
 IN VEHICLE
 FOR 90 DAYS

**INFORMATION SUBMITTED IN SUPPORT OF
THE UTAH POSITION THAT THE FEDERAL
MOTOR CARRIER SAFETY REGULATIONS
391.11(b)(2) SHOULD REMAIN UNCHANGED**

EXHIBIT NUMBER 6

**Location: St. George POE
Date: September 21, 1994**

SEP 30 1994

ST. GEORGE PORT OF ENTRY
UTAH DEPARTMENT OF TRANSPORTATION

INCIDENT REPORT

AGENT: SHARON R. GATES BADGE # 50A57

TYPE INCIDENT NON ENGLISH SPKG. DRIVER TIME & DATE 9-21-94

LOCATION OF INCIDENT: ST. GEORGE PORT OF ENTRY /

INVESTIGATING OFFICER _____ BADGE # _____

NARRATIVE

ON SEPTEMBER 29, 1994, AT APPROXIMATELY 09:45 AM A COMMERCIAL TRANSFER TRACTOR-TRAILER PULLED INTO THE NORTH BOUND PORT OF ENTRY. THE VEHICLE WAS SHOWING NINE HUNDRED POUNDS OVERWEIGHT ON HIS DRIVE AXLE ON THE FIRST WEIGH IN MOTION SCALE, SO I PUT UP THE PROCEED ONTO SCALE SIGN. WHEN THE VEHICLE REACHED THE SCALES I PUT UP THE STOP SIGN, BUT THE TRUCK KEPT ROLLING. I THEN PUT UP THE BACKUP SIGN BUT THE TRUCK JUST KEPT ROLLING. EACH TIME THE SIGN WAS CHANGED THE DRIVER WAS LOOKING AT IT AND JUST KEPT GOING.

THE TRUCK WAS CALLED INTO THE PORT, AND WHEN THE DRIVER CAME IN ARIZONA OFFICER REX TUNBRIDGE WAITED ON HIM. HE WAS TOLD TO GO BACK OVER THE SCALES TO REWEIGH. WHEN HE WENT BACK OVER THE SCALES, HE COASTED PAST HIS DRIVE AXLE AND AGAIN WAS TOLD BY THE SIGN TO BACKUP. THE DRIVER AGAIN KEPT ROLLING EVEN THOUGH HE WAS WATCHING THE SIGN THE WHOLE TIME.

THE SECOND TIME THE DRIVER CAME INTO THE PORT OFFICE I ASK HIM IF HE COULD READ OF UNDERSTAND ENGLISH, BUT HE JUST KEPT POINTING TO SOME WEIGHTS HE HAD WRITTEN DOWN AND DID NOT SEEM TO UNDERSTAND WHAT I WAS SAYING TO HIM. I EXPLAINED TO HIM THAT ONE OF THE REQUIREMENTS FOR HAVING A COMMERCIAL DRIVERS LICENSE WAS TO BE ABLE TO READ AND UNDERSTAND THE ENGLISH LANGUAGE AND THAT IN THE NEAR FUTURE WE EXPECTED THAT IF A DRIVER CAME INTO UTAH THAT DID NOT MEET THESE REQUIREMENTS A RELIEF DRIVER WOULD BE REQUIRED.

SIGNATURE

Sharon R. Gates

DATE:

9/21/94

**INFORMATION SUBMITTED IN SUPPORT OF
THE UTAH POSITION THAT THE FEDERAL
MOTOR CARRIER SAFETY REGULATIONS
391.11(b)(2) SHOULD REMAIN UNCHANGED**

EXHIBIT NUMBER 7

**Location: St. George POE
Date: July 6, 1995**

ST. GEORGE PORT OF ENTRY
UTAH DEPARTMENT OF TRANSPORTATION

31
by [signature]

INCIDENT REPORT

AGENT: Pat Sevy

TYPE INCIDENT: Non-English Speaking Drivers DATE 7-6-95

LOCATION OF INCIDENT: St. George POE / Northbound

INVESTIGATING OFFICER Trooper Tom Kalma BADGE # 116

OWNER & DRIVER: Armando Guerra Vazquez DOB: 4-22-70

OWNER: Oscar Cervantis
DRIVER: Perez Heriberto Sanchez DOB: 07-25-73

NARRATIVE

Prior to 1200 hours this date, a two (2) axle box van entered the port and was brought in to check permits. The driver, Armando Guerra Vazquez, came into the permit area to purchase permits. Mr. Vazquez could not speak English. Another driver in the permit area began translating for us. Mr. Vazquez said he was hauling band equipment for a concert to Boise, Idaho and that a bus with some of the crew members had bypassed the port and was waiting up the road for him. He stated that the people in the bus could speak English.

We asked Trooper Tom Kalma to go and bring the bus back. When they returned, none of the people on the bus could speak English. The driver of the bus could not understand or speak any English. Both drivers had drivers licenses out of Mexico. Both vehicles were registered in Mexico and had obtained a California Non-resident Temporary Commercial Registration for 3 months. Both vehicles had insurance issued by Anserv Insurance Services, Inc. However, the truck had an endorsement attached to it that showed \$750,000.00 limits of liability for the USA. The bus did not. I talked to Maria at Anserv and she advised the bus was considered a motorhome and did not require the endorsement. We advised Maria that this was a commercial bus hauling passengers so they did need to have the insurance endorsement. She stated that she would get hold of the owner and advise him of this. She also stated that it would be an increase in premium, so she would need to talk to the owner before issuing. Maria called back and advised the owner was out of town and it would take about 45 minutes more before she could do anything.

Trooper Kalma, the KKW driver (Jose L. Castro) and myself spent 4 or 5 hours with these people. We ran the driver's licenses through NCIC and a hit came back on Armando Guerra Vazquez, which turned out to be a different person than the person we had here. Mr. Vazquez's logbook was well kept. However the logbook presented to us by Mr. Sanchez did not have a thing in it. Mr. Sanchez was written a citation for "No Logbook" and paid a \$300.00 bail. Mr. Vazquez was written a warning "Non-English speaking driver".

SIGNATURE [Signature] 52A22 DATE: 7-13-95

When I got off shift at 1500 hours, Trooper Kalma was on the phone with the promoter of the concert discussing what needed to be done in order to get the band back on the road.

I was advised the next day that another driver had been flown in from Salt Lake City to drive the bus. Mr. Vazquez was allowed to drive the truck as long as his cousin who spoke some English accompanied him for the entire trip. This was approximately 1930 hours that evening.

If it had not been for the willingness of the KKW driver to stay and translate for us, we would of had to find a translator in order to conduct any business with this group.

Attached is copies of all the documents I copied in connection with this situation.

SIGNATURE

P. J. Jorgensen 5/2/22

DATE:

7-13-95

21634

ARMANDO GUERRA

WARNING NOTICE

UNIT #

ISSUED BY

UTAH DEPARTMENT OF TRANSPORTATION

STATE OF UTAH



This is not a summons to appear in Court. It is a friendly contact by the Department of Transportation regarding improper driving or the mechanical condition of your vehicle. The Department of Transportation requests your cooperation in decreasing the number of motor vehicle accidents on the highways of our state by obeying all traffic regulations and maintaining your vehicle in safe mechanical condition.

“SAFE TODAY - ALIVE TOMORROW.”

NAME (LAST)		(FIRST)	(MIDDLE)	DOB	M	F
VAZQUEZ,		ARMANDO	GUERRA	4-22-70		
ADDRESS		(CITY)	(STATE)	ZIP		
VE NUSTEPAC 9,		COL.	ST. DOMINGO,	MEXICO		
DRIVER LICENSE NO	C2584539	STATE	VEHICLE LICENSE NO.	STATE	EXPIRES	
GUVA 700422		MEX	716971 TR	CA	9-95	
VEHICLE COLOR	VEHICLE YEAR	VEHICLE MAKE	TYPE	DIRECTION		
WHITE	1994	MBZ	2 AXLE	(N) S E W		

DATE, TIME & LOCATION OF OCCURENCE:

ON THE 6TH DAY OF JULY, 19 95 MILITARY TIME 1450

LOCATION ST. GEORGE POE COUNTY WASHINGTON SR I-15 MILEPOST 001

VIOLATIONS

- Speed
- 55 MPH
- Other
- Impeding traffic
- Right of way
- Following too closely
- Driving on wrong side
- Improper lane travel
- Cross divider or barrier
- Improper passing
- Fail or imp. signal
- Improper turning
- Other (Specify) DRIVER - NON-ENGLISH SPEAKING

Camping bond equipment for bond - cleared around

- Fail to stop—sign or light
- Fail to obey school bus signal
- Fail to dim lights
- Defective brakes
- Haz. equip. viol.
- Pedestrian violation
- Bicycle violation
- Wrong way one-way road
- Improper backing
- Lights, head, tail, other
- Left lane
- Seat Belt Violations
- Equipment
- Parking
- Oversize violation
- Overweight violation
- Littering highway

Officer/Agent	BADGE	SECTION	DISTRICT
<i>Levy</i>	<i>50A23</i>	<i>13</i>	<i>5</i>

NONRESIDENT TEMPORARY COMM. REGISTRATION

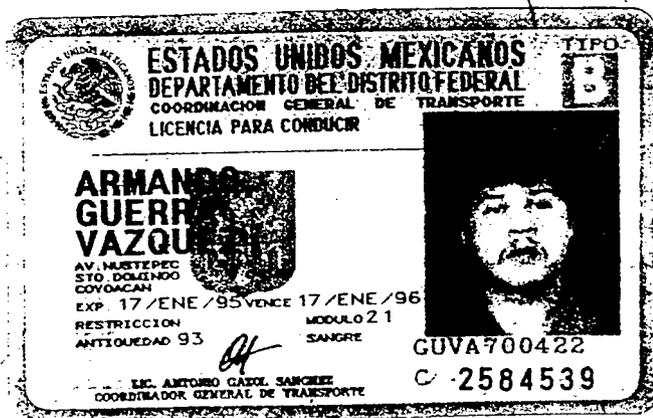
MAKE	VEH CLASS	*YR	TYPE VEH	VAL ID TO 09/18/95
MBZ	LD	94	06	LICENSE NUMBER
05				718971TR
BODY TYPE MODEL	MP	AX	WC	UNLADEN WT
DS	D	2	R	16000
VEHICLE USE	DATE ISSUED	CO		VEHICLE ID NUMBER
COMMERCIAL	06/20/95	60		3AM68E13350026626
				AMOUNT PAID
				347.00

OPERATOR
GUERRA ARMANDO
VE NUSTEPEC 9

COL ST DOMINGO
MEXICO 99999

DIESEL FUEL TAX PERMIT
NUMBER: FS OH 27-837715

639 062095 17 0024 R40 00034700 D



ESTADOS UNIDOS MEXICANOS
DEPARTAMENTO DEL DISTRITO FEDERAL
COORDINADOR GENERAL DE TRANSPORTE
LICENCIA PARA CONDUCIR

ARMANDO GUERRA VAZQUEZ

AV. NUSTEPEC
STO. DOMINGO
COYOACAN

EXP. 17/ENE/95 VENCE 17/ENE/96

RESTRICCION MODULO 21
ANTIQUEDAD 93 SANGRE

LEC. ANTONIO GAZOL SANCHEZ
COORDINADOR GENERAL DE TRANSPORTE

TIPO: 3

CUVA700422
C-2584539



SECRETARIA DE COMUNICACIONES Y TRANSPORTES

SUBSECRETARIA DE TRANSPORTE
DIRECCION GENERAL DE TRANSPORTE TERRESTRE
DIRECCION GENERAL DE MEDICINA PREVENTIVA
EN EL TRANSPORTE

CATEGORIA

B

LICENCIA FEDERAL DE CONDUCTOR

NOMBRE PEREZ SANCHEZ D. G.
HERIBERTO

DOMICILIO CONST. DE ORO
404 COL. CONST.
DE ORO, SN. NIÑO
LAS GZA. N.L.



LIC. No. NVOL-09347 R.F.C. PESH-730725

EXP. 03Feb94 REF. 96980002 VENC. 03Feb04

ESTA LICENCIA NO ES VALIDA SIN EL REFRENDO CORRESPONDIENTE

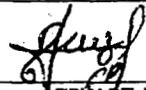
[Signature] 071341
DIRECTOR GENERAL DE TRANSPORTE
TERRESTRE

[Signature]
DIRECTOR GENERAL DE MEDICINA
PREVENTIVA EN EL TRANSPORTE

ANTIGUEDAD LENTES DIABETES R.H. GPO. SANG. HIPERTENSION
94 NO NO POS. *O* NO

OBSERVACIONES _____

EXP.M.P.T.No. 02094863



FIRMA DEL INTERESADO

- A AUTORIZA A CONDUCIR VEHICULOS PARA LOS SERVICIOS PUBLICOS DE AUTOTRANSPORTE FEDERAL DE PASAJEROS Y EXCLUSIVO DE TURISMO.
- B AUTORIZA A CONDUCIR VEHICULOS DEL SERVICIO PUBLICO DE AUTOTRANSPORTE FEDERAL DE CARGA EN SUS DIFERENTES MODALIDADES; EXCEPTO LOS DE MATERIALES Y RESIDUOS PELIGROSOS.
- C AUTORIZA A CONDUCIR VEHICULOS DEL SERVICIO PUBLICO DE AUTOTRANSPORTE FEDERAL DE CARGA DE DOS O TRES EJES (RABON O TORTON).
- D AUTORIZA A CONDUCIR VEHICULOS PARA EL SERVICIO PUBLICO DE AUTOTRANSPORTE FEDERAL EXCLUSIVO DE TURISMO, EN SU MODALIDAD DE CHOFER-GUIA.
- E AUTORIZA A CONDUCIR VEHICULOS DEL SERVICIO PUBLICO DE AUTOTRANSPORTE FEDERAL DE CARGA, QUE TRANSPORTEN EXCLUSIVAMENTE MATERIALES Y RESIDUOS PELIGROSOS

GOBIERNO DEL ESTADO DE MEXICO

SECRETARIA DE FINANZAS Y PLANEACION

EL C. **USCAR CERVANTES Y/O GPU. MUS.G.A.**

DOMICILIO **ORIENTE I NO 24 NUEVO LAREDO**

POR CONCEPTO DE: **IMP TENENCIA ESTATAL** Mod: 1966

DINA **PLACAS LHE9478**

U.P. **AA2363794 TEN 94 DCS526411 2603494**

(CUBIERTA_SILTE_NUEVOS_TEN 10/100 H.H.)

7501 7512 **012001** CLAVE DE PAGO

PERIODO DE PAGO

DIS	REC	MUN	CUENTA	FECHA
17	10	094		15/05/95

CAJA No. **2 C.G.Y.N.S** 146.75

CERTIFICACION Y FIRMA DEL CAJERO

- DIRECCION GENERAL DE SEGURIDAD AVEZ GOMEZ TOLCANDA

RECIBO OFICIAL DE 728925

REG. FED. CONT.

LIQUIDACION	
IMPORTE	141.12
RECARGOS	5.60
EJECUCION	0.00
MULTA	0.00
TOTAL	146.72

GOBIERNO DEL ESTADO DE MEXICO

SECRETARIA DE FINANZAS Y PLANEACION

EL C. **USCAR CERVANTES Y/O GPU. MUS.G.A.**

DOMICILIO **ORIENTE I NO 24 NUEVO LAREDO**

POR CONCEPTO DE: **PLACA CIRCULACION** Mod: 1966

DINA **PLACAS LHE9478**

U.P. **AA2363794 REFER. PLACA SERV. PARTICULAR**

(CUBIERTA_SILTE_NUEVOS_TEN 10/100 H.H.)

9501 9512 **020905** CLAVE DE PAGO

PERIODO DE PAGO

DIS	REC	MUN	CUENTA	FECHA
17	10	094		15/05/95

CAJA No. **2 C.G.Y.N.S** 47.10

CERTIFICACION Y FIRMA DEL CAJERO

- DIRECCION GENERAL DE SEGURIDAD AVEZ GOMEZ TOLCANDA

RECIBO OFICIAL DE 728926

REG. FED. CONT.

LIQUIDACION	
IMPORTE	47.10
RECARGOS	0.00
EJECUCION	0.00
MULTA	0.00
TOTAL	47.10

 * NONRESIDENT TEMPORARY COMMERCIAL REGISTRATION *
 * *****

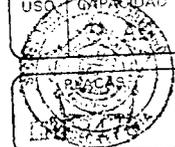
*** EXPIRES ON: 09/18/95 ***

MAKE: DINA TCR NO: 714972TR

VIN: 00775

GOBIERNO DEL ESTADO DE MEXICO
 DIRECCION GENERAL DE SEGURIDAD PUBLICA Y TRANSITO
 TARJETA DE CIRCULACION

TRANSPORTE PRIVADO AUTOMOVIL

NOMBRE DEL PROPIETARIO OSCAR CERVANTES Y/O GPO. MUS. G . A.		MARCA DINA		SERV. 151	
DOMICILIO CALLE ORIENTE CI 24		MODELO CLASE Y TIPO 19	SERV. 1		
COLONIA COL NUEVO TIAPALO ICHATEPEC MEX	C.P. C	NUM. MOTOR 6A130066		NUM. SERIE 000775	
MUNICIPIO O DELEGACION *****		NUM. REG. FED. VEHICULOS 876900			
POBLACION NO AUTORIZA SERVICIO PUEBLICO		USO / CAPACIDAD		COMB. 3	
FECHA DE EXPEDICION 26/09/94	MOV. SN J. IXHUATEPEC 1				
VIGENCIA 94	*15820014:00:48				
DERS: DC962647	HG: A0385890		068941		

EXTORSIONES, MULTAS INNESASARIAS O IRREGULARIDADES EN SU AGRAVIO, REPORTE EN LOS SIGUIENTES TELS.: EN EL VALLE DE TOLUCA 17-81-47; EN EL VALLE CUAUTITLAN 565-05-48, EN LA ZONA ORIZABA DEL ESTADO 792-19-10

 INTERESADO

INSURANCE IDENTIFICATION CARD

STATE:

COMPANY NUMBER

COMPANY: AZTECA INS. S.A.
ANSERV INS. CO. LTD.

POLICY NUMBER

EFFECTIVE DATE

EXPIRATION DATE

All Covera

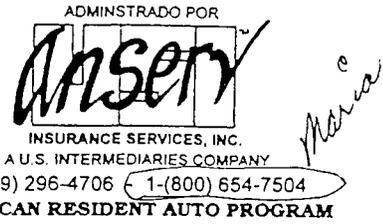
MAP, -AIC, -14023, -[03, -MONTHS], - 05-18-95 TO 08-18-95
YEAR MAKE/MODEL VEHICLE IDENTIFICATION NUMBER

A. CANCELLATION

1966, -DINA, -OMNIBUS, -000775, -MOT; GA130066, -RFA; 676900
AGENCY ISSUING CARD PLACAS; LHE-9478, -D.F.
VICTOR M. REYNA, B.
TEL. -3-59-38-28

- 1. The ratio verification.
2. We intend to call the cell a. 1 b. 3 c. 3 d. k
3. We

* OSCAR CERVANTES SOBREVILLA, *
INSURED: * GUARDIANES DEL AMOR, *
TREVINO N° 1549, -OTE.
MONTERREY, N. L.



THIS CARD TO REMAIN IN CAR AT ALL TIMES
ESTA TARJETA DEBERA DE MANTENERSE EN EL VEHICULO A HORAS
MAP-ID-3 (30M-7/93)

ne;
nd; and
ommenda-
emiums to
ctions. We
ny person
d safety of
arrant that
standards.

Named Insured's last mailing address known to us.

This condition applies not only to us, but also to any rating, advisory, rate service or similar organization which makes insurance inspections, surveys, reports or recommendations.

- 4. Notice of cancellation will state the effective date of cancellation. The policy period will end on that date.
5. If this policy is cancelled, we will send the first Named Insured any premium refund due. If we cancel, the refund will be pro rata. If the first Named Insured cancels, the refund may be less than pro rata. The cancellation will be effective even if we have not made or offered a refund.
6. If notice is mailed, proof of mailing will be sufficient proof of notice.

E. PREMIUMS

The first Named Insured shown in the Declarations:
1. Is responsible for the payment of all premiums; and
2. Will be the payee for any return premiums we pay.

B. CHANGES

This policy contains all the agreements between you and us concerning the insurance afforded. The first Named Insured shown in the Declarations is authorized to make changes in the terms of this policy with our consent. This policy's terms can be amended or waived only by endorsement issued by us and made a part of this policy.

F. TRANSFER OF YOUR RIGHTS AND DUTIES UNDER THIS POLICY

Your rights and duties under this policy may not be transferred without our written consent except in the case of death of an individual named insured.

If you die, your rights and duties will be transferred to your legal representative but only while acting within the scope of duties as your legal representative. Until your legal representative is appointed, anyone having proper temporary custody of your property will have your rights and duties but only with respect to that property.

C. EXAMINATION OF YOUR BOOKS AND RECORDS

We may examine and audit your books and records as they relate to this policy at any time during the policy period and up to three years afterward.

POLIZA DE SEGUROS SOBRE AUTOMOVILES
AUTOMOBILE LIABILITY and PHYSICAL DAMAGE POLICY
DECLARACIONES DECLARATIONS

PROGRAMA ADMINISTRADO POR
 PROGRAM ADMINISTERED BY



TERR: CCDE
 05A - Ren de MAP -NEW-

POLICY NO. MAP **AIC - 14023**

NO COVERAGE PROVIDED IN MEXICO.
POLICY FOR MEXICAN DOMICILE RESIDENTS ONLY.

ESTE SEGURO NO CUBRE EN MEXICO.
POLIZA SOLO PARA RESIDENTES EN MEXICO.

PARTIDA NO. UNO / ITEM ONE. NOMBRE DEL ASEGURADO Y DIRECCION. NAMED INSURED AND ADDRESS

* OSCAR CERVANTES SOBREVILLA, * Y/O. -
 * GUARDIANES DEL AMOR, *
 DIRECCION: BREVIÑO N° 1549.-OTE. MONTERREY, N.L. [03.-MONTHS]. -
 CIUDAD / ESTADO

- 1 AZTECA INS. S.A.
 2 ANSERV INS. CO. LTD.
 3

AGENTE - AGENT **VICTOR M. REYNA**
 PRODUCER'S CODE: "25"
 PRODUCTOR

VIGENCIA POLICY PERIOD	DESDE FROM HASTA TO	MES / MONTH	DIA / DAY	AÑO / YEAR
		05	18	95
		08	18	95

12:01 AM HORA NORMAL EN LA DIRECCION DEL ASEGURADO.
 12:01 AM STANDARD TIME AT INSURED'S ADDRESS.

PARTIDA NO. DOS / ITEM TWO RELACION DE COBERTURAS Y AUTOMOVILES CUBIERTOS. SCHEDULE OF COVERAGES AND COVERED AUTOS. ESTA POLIZA PROPORCIONA SOLAMENTE AQUELLAS COBERTURAS DONDE UNA PRIMA APARECE EN EL LUGAR CORRESPONDIENTE ABAJO. DICHAS COBERTURAS SE APLICAN SOLAMENTE A AQUELLOS AUTOMOVILES ESPECIFICAMENTE DESCRITOS EN LA PARTIDA NO TRES ABAJO (SIMBOLO "7"). THIS POLICY PROVIDES ONLY THOSE COVERAGES WHERE A CHARGE IS SHOWN IN THE PREMIUM COLUMN BELOW. THESE COVERAGES ARE APPLICABLE ONLY TO THOSE AUTOS SPECIFICALLY DESCRIBED IN ITEM THREE BELOW (SYMBOL "7").

COBERTURAS / COVERAGES	AUTOMOVILES CUBIERTOS COVERED AUTOS	LIMITES DE RESPONSABILIDAD-CANTIDAD MAXIMA QUE PAGAREMOS POR UN SOLO ACCIDENTE O UNA SOLA PERDIDA / LIMITS OF LIABILITY-THE MOST WE WILL PAY FOR ANY ONE ACCIDENT OR LOSS.	PRIMA PREMIUM
LESIONES CORPORALES A TERCEROS / BODILY INJURY LIABILITY	7	\$ 50,000. Por Persona / 100,000. Por Accidente	480.00 \$
DAÑOS A PROPIEDAD DE TERCEROS / PROPERTY DAMAGE LIABILITY	7	\$ 25,000. Por Accidente / Each Accident	INCL.
RESPONSABILIDAD CIVIL-LESIONES CORPORALES A Y/O DAÑOS A LA PROPIEDAD DE TERCEROS-COBERTURA COMBINADA / BODILY INJURY AND PROPERTY DAMAGE LIABILITY COMBINED	7	\$ -,-,-,- Por Accidente / Each Accident	-,-,-,-
GASTOS MEDICOS / MEDICAL PAYMENTS	7	\$ -,-,-,- Por Persona / Each Person	EXCL.
LESIONES CORPORALES DE AUTOMOVILISTAS NO ASEGURADOS / UNINSURED MOTORISTS BODILY INJURY	7	\$ 30,000. Por Persona / 60,000. Por Accidente	INCL.
DAÑOS A LA PROPIEDAD DE AUTOMOVILISTAS NO ASEGURADOS / UNINSURED MOTORISTS PROPERTY DAMAGE	7	\$ 3,500. Por Accidente / Each Accident	INCL.
COMPRESIVO Y COLISION / COMPREHENSIVE AND COLLISION		La cantidad menor de: 1) Valor real en efectivo ó 2) La cantidad necesaria para reemplazar el automóvil, menos el deducible de \$500. al menos que otro deducible aparezca abajo. Actual Cash Value or cost of repair or replacement, whichever is less, minus a deductible of \$500 unless a different deductible is shown below.	EXCL.
DERECHO DE POLIZA / POLICY FEE			30.00
TOTAL A COBRAR / TOTAL			\$ 510.00

PARTIDA NO. TRES / ITEM THREE. RELACION DE AUTOMOVILES CUBIERTOS QUE PERTENECEN A USTED. SCHEDULE OF COVERED AUTOS YOU OWN.

No	AÑO	MARCA DE FABRICA	TIPO DE CARROCERIA	NUMERO DE IDENTIFICACION	CLASE	PRIMAS				COMP. COL.
YEAR	TRADE NAME	BODY TYPE	IDENTIFICATION NUMBER	CLASS	RC	DP	COMP	COL.	DEDUCIBLES	
1	66	-DINA.-	OMNIBUS.-	000775.-MOT; GA130066.-	50A-51	480.	30.			
2			R.F.A.-	676900.-PLACAS; LHE9478.-D.F.						
3										

OTRAS COBERTURAS / OTHER COVERAGES

BENEFICIARIO PREFERENTE: Cualquier perdida bajo Comprensiva y Colisión se pagará, según aparezcan los respectivos intereses, al Asegurado Nombrado y a (Nombre y Dirección). LOSS PAYEE: Any loss under Comprehensive and Collision Coverages is payable, as their respective interests may appear, to the Named Insured and (Name and Address):

NOMBRE(S) DE PERSONA(S) QUE MANEJA(N) EL (LOS) VEHICULO(S)	EDAD	NO. DE LICENCIA DE MANEJAR	ENDOSOS / ENDORSEMENTS			
NAME(S) OF PERSON(S) THAT WILL DRIVE THE AUTO(S)	AGE	DRIVERS LICENSE NO.	CA	IL	TE	COL.
HERIBERTO PEREZ SANCHEZ.	22	NVOL.-09347.-S.C.T.	CA 0001	CA 9903	TE 0401B	503
			IL0021	IL 0021	TE 0409B	
			IL0017	IL 0017	TE 9927B	
			MAP-AP-0			

ESTA POLIZA QUEDA ANULADA Y CANCELADA EN CASO DE DATOS FALSOS EN LA SOLICITUD DE LA POLIZA O EN CASO DE LA VIOLACION DE CUALQUIERA DE LAS CONDICIONES EN DICHA SOLICITUD. ANY FALSE STATEMENTS IN THE APPLICATION FOR THIS POLICY OR ANY VIOLATION OF THE CONDITIONS OF THE APPLICATION WILL RENDER THIS POLICY NULL AND VOID.

BLANCO - Asegurado • AMARILLO - Oficina de San Diego
 VERDE - Agente • ROSA - Ins. Co • AZUL - Copia Adicional

FIRMA DEL REPRESENTANTE AUTORIZADO
 AUTHORIZED REPRESENTATIVE

[Signature]
 ING. VICTOR M. REYNA, B.

**INFORMATION SUBMITTED IN SUPPORT OF
THE UTAH POSITION THAT THE FEDERAL
MOTOR CARRIER SAFETY REGULATIONS
391.11(b)(2) SHOULD REMAIN UNCHANGED**

EXHIBIT NUMBER 8

**Location: St. George POE
Date: September 8, 1995**

ST. GEORGE PORT OF ENTRY
UTAH DEPARTMENT OF TRANSPORTATION

Per 11/2/95
11/10/95

INCIDENT REPORT

AGENT: Pat Sevy
TYPE INCIDENT: Unqualified Drivers DATE 09-08-95
LOCATION OF INCIDENT: St. George POE / Northbound
INVESTIGATING OFFICER _____ BADGE # _____

NARRATIVE

Approximately 2130 hours, we had 2 commercial buses pull up in front of the port of entry on the freeway. A 3 axle truck with the same name on it came into the port of entry. We asked the driver if the buses were with him. He did not understand what we were asking. He did state that he had band equipment. Arizona Officers Alene Stathos and Jack Harding and myself all tried talking to the driver. He just shook his head. Then I noticed there was a man coming up to the port from one of the buses. He was the organizer of the musical group that was travelling in the buses and the truck was carrying all of their musical equipment. This person could speak very good English. We advised that we needed the buses to go to exit 4 and return to the port of entry, so we did not have a traffic hazard on the interstate. He gave instructions in Spanish to the driver and the driver went to the buses. Both buses then turned around and came back into the port of entry.

We talked with the organizer of the band. They were travelling to Idaho to do a show. He stated that the buses were motorhomes. I advised him that in Mexico we understood that they registered this type of bus as a motorhome, however, in the United States, they are commercial vehicles and are required to come into the port of entry and abide by federal regulations.

During this time, Arizona Officer Alene Stathos made out the Arizona permit for the truck, which was issued at 2047 hours Arizona time (being 2147 hours, Utah time).

The truck driver and the 2 bus drivers arrived back to the port. I asked all three drivers for their drivers licenses. With the organizer of the band doing the translating, the drivers gave me their drivers licenses and brought their log books in. The only way any of the drivers could converse with me was with the translator.

Morales Rigobento (a bus driver) had a Texas class C license. It was determined that he understood traffic signs and signals. His logbook was made out and he seemed to understand how to fill it out, however could not read any of the instructions or answer any of the questions I asked him. He was the driver of the lead bus.

SIGNATURE

Pat Sevy

56A22

DATE:

9-8-95

Grado R. Horacio (the other bus driver) had a license out of Chihuahua. He did not understand or speak English. His logbook was made out and he seemed to know how to fill it out, however could not read any of the instructions or answer any of the questions I asked him.

Gardea J. Riva (the truck driver) had a license out of Chihuahua. He also did not understand or speak English. His logbook was made out and he seemed to know how to fill it out, however could not read any of the instructions or answer any of the questions I asked him. The vehicle he was driving was a 3 axle box van weighing approximately 40,000 lbs. The license Mr. Riva had did not appear to be a commercial type of license. It definitely was not the type of license described in the USDOT CVSA 1993 Commercial Driver's License Identification Manual.

According to Federal Motor Carrier Safety Regulations 391.11 (2) a driver must be able to read and speak English language sufficiently to converse with the general public, to understand highway traffic signs and signals.

In addition, the insurance card on the truck showed it expired in August, 1995. Also the page showing limits of liability showed only 25/50 BI & 10 PD. The insurance cards on both buses showed they had current insurance, however did not state the limits of liability. In the State of Utah, the minimum insurance requirements are \$750,000 Liability coverage. (Refer to Public Service Commission of Utah manual of Nov. 1989, Page 9; & 23.)

This company did not have an ICC number or a USDOT number. Therefore they did not have a SSRR form or a Form D-1 card.

The organizer and I discussed several options. First, I determined there were not any other people in the group who could speak English or understood traffic signs who could ride in the vehicles with a driver to help them. The organizer was the only person who could do this.

The organizer stated he would fly a qualified driver in to drive the truck and try to find someone else to translate for the other bus driver. He also stated that he had called someone to see about getting the insurance certificates faxed in. Then he asked if they could turn around and go back to Las Vegas. He stated that he would fly the band to their destination. We asked Arizona officers if they would allow that and they did.

This was approximately 2300 hours and we were changing shifts. Agent Mike Leahy and myself discussed the situation and decided to give a warning to the drivers in lieu of citations. It was agreed the Agent Leahy would write the warnings since my shift was over, and I went home.

SIGNATURE _____ DATE: _____

**INFORMATION SUBMITTED IN SUPPORT OF
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MOTOR CARRIER SAFETY REGULATIONS
391.11(b)(2) SHOULD REMAIN UNCHANGED**

EXHIBIT NUMBER 9

**Location: St. George POE
Date: September 15, 1995**

ST. GEORGE PORT OF ENTRY
UTAH DEPARTMENT OF TRANSPORTATION

INCIDENT REPORT

AGENT: SHARON R. GATES BADGE # 50A53

TYPE1 INCIDENT NON ENGLISH SPKG DRIVERS TIME & DATE 09:00 09-15-
95

LOCATION OF INCIDENT: ST. GEORGE PORT OF ENTRY /

INVESTIGATING OFFICER _____ BADGE # _____

NARRATIVE

AT APPROXIMATELY 08:00, THREE BUSES WITH MEXICAN REGISTRATION CAME INTO THE NORTH BOUND PORT OF ENTRY.

THE BUSES WERE OF THE SAME STYLE AND SIZE AS A GREYHOUND BUS, AND CARRIED MORE THAN FIFTEEN PASSENGERS. ALL THREE BUSES WERE DESTINED FOR AN AMWAY CONVENTION IN SALT LAKE CITY, UTAH, AND WERE HAULING FOR HIRE.

WHEN THE DRIVERS CAME INTO THE PORT OFFICE, THEY WERE IN POSSESSION OF MEXICAN REGISTRATIONS. THEY DID NOT HAVE UTAH FUEL PERMITS, OR SINGLE STATE REGISTRATIONS, OR ICC AUTHORITY. THE INSURANCE ON THE VEHICLES WAS IN THE AMOUNT OF ONE MILLION DOLLARS, NOT THE REQUIRED FIVE MILLION.

THE OWNER OR TOUR GUIDE, AND ONE OF THE DRIVERS SPOKE VERY GOOD ENGLISH, BUT THE REMAINDER OF THE DRIVERS WITH THE GROUP COULD NOT SPEAK OR UNDERSTAND ENGLISH.

INSPECTOR KERRY KENDALL SPOKE WITH THE DRIVERS AND CHECKED ALL OF THEIR DRIVERS LICENSES, AND MEDICAL CARDS. ONLY TWO OF THE DRIVERS WERE IN POSSESSION OF THE MEXICAN EQUIVALENT OF THE CDL. THE OTHER TWO DRIVERS JUST HAD REGULAR MEXICAN CHAUFFEUR LICENSES. ALL OF THE DRIVERS WERE IN POSSESSION OF LOG BOOKS, AND INSPECTOR KENDALL CHECKED THOSE AND GAVE INSTRUCTION WHERE NECESSARY.

THE OWNER OF THE BUSES WAS TOLD THAT WE WOULD ALLOW THE DRIVERS TO CONTINUE, EVEN THOUGH THEY DID NOT SPEAK OR UNDERSTAND ENGLISH, AS LONG AS THEY HAD SOMEONE SETTING NEXT TO THEM THAT COULD. HE WAS ALSO INSTRUCTED, FOR FUTURE REFERENCE, THAT WE DID NOT ALLOW NON-ENGLISH SPEAKING DRIVERS TO DRIVE IN THE STATE OF UTAH.

WE SOLD THEM PERMITS, #128532, 128533, 128534 FOR FUEL. THEY WERE GIVEN VERBAL WARNINGS REGARDING THE AUTHORITY AND ICC CLEARANCE, BUT TOLD THAT THEY WOULD BE REQUIRED TO INCREASE THEIR INSURANCE COVERAGE TO THE REQUIRED FIVE MILLION.

AT APPROXIMATELY 10:30, JO ANNA GUNDERSON CALLED SALT LAKE CITY, UTAH TO TALK WITH DAVE ALDER ABOUT TOUR BUSES BEING ALLOWED INTO MEXICO, AND WHEN HE DISCOVERED THAT THE BUSES WERE STILL TIED UP AT THE PORT AWAITING INCREASED INSURANCE, HE INSTRUCTED HER TO LET THEM PROCEED, AS THEY HAD BEEN TIED UP AT THE PORT TOO LONG.

SIGNATURE

Sharon R. Gates

DATE:

9/18/95

THEY WERE ALLOWED TO PROCEED, BUT WERE INSTRUCTED TO HAVE THE INCREASED INSURANCE FAXED IN, AND IN THEIR POSSESSION, PRIOR TO EXITING THE STATE. THEY WERE ALSO TOLD TO TRY TO HIRE ENGLISH SPEAKING DRIVERS IN POSSESSION OF VALID CDL'S TO DRIVE THEM BACK OUT OF THE STATE.

WHEN THE BUSES CAME BACK SOUTH BOUND ON SUNDAY, NOVEMBER 17, 1995, TWO OF THEM EXITED THE PORT TO PURCHASE PERMITS AND ONE OF THEM RAN THE PORT. THERE WAS NOT AN ARIZONA OFFICER ON DUTY TO GO AFTER THEM.

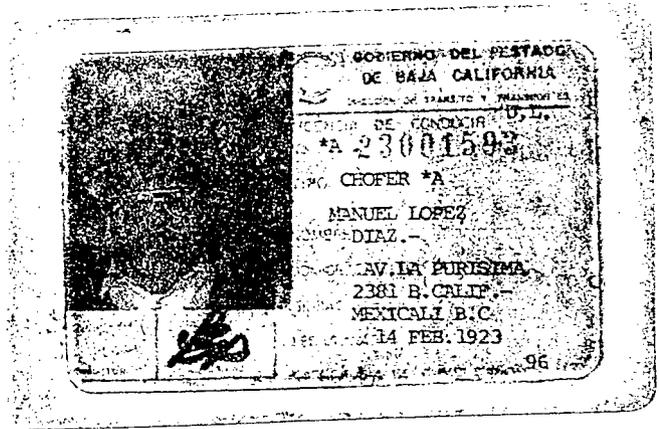
THE

SIGNATURE



DATE:

9/18/95



MEDICAL EXAMINER'S CERTIFICATE
I certify that I have examined the driver named below in accordance with the Motor Carrier Safety Regulations (49 CFR 391. 41-391.49) and with knowledge of his duties, I find him qualified under the regulations. A completed examination form for this person is on file in my office.
Qualified only when wearing: Corrective lenses. A hearing aid.

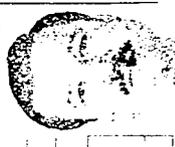
DRIVER'S NAME (PRINT) <i>Jose Manuel Lopez</i>	SIGNATURE OF EXAMINING DOCTOR <i>[Signature]</i>
NAME OF EXAMINING DOCTOR (PRINT) <i>R. K. Carroll M.D.</i>	<i>[Signature]</i>
ADDRESS OF EXAMINING DOCTOR <i>501 E. 3rd St. Calexico CA</i>	
DATE OF EXAMINATION <i>8-6-93</i>	DRIVER LICENSE NO.
DRIVER'S SIGNATURE <i>Jose Manuel Lopez</i>	

(DL 51A (REV. 3/81))

THIS DRIVER HAS EXPIRED MEDICAL CARD
ALSO REQUIRES INTERPRETATION
HE HAS LOG BOOK

THIS DATA HAS
 BEEN OBTAINED FROM DOCUMENT AS MEDICAL
 DOES NOT REQUIRE
 INTERPRETATION

JORGE DUMAS SOLORZANO
 PATERNO: **JORGE DUMAS SOLORZANO**
 MATEMATICO: **LUIS B. SANCHEZ, SON.**
 ESCRIBIDA: **HERMOSTILLO, SONORA**
 FECHA DE EXPEDICION: **67-01-222**
 (L) (A) Fecha Expedición: **OCT-06-96**
 USALINES: **44** | **31** | **1X**



INSTITUTO MEXICANO DEL SEGURO SOCIAL
 SUBDIRECCION GENERAL DE FINANZAS
 SERVICIOS DE AFILIACION-VIGENCIA DE DERECHOS
AVISO DE INSCRIPCION DEL TRABAJADOR

APELLIDO: **DUMAS** NOMBRE DEL TRABAJADOR: **JORGE SOLORZANO**
 SALARIO DIARIO INTEGRADO: **\$ 25.52** TIPO DE SALARIO: **0** VARIAS: **0** X **1** MIXTO: **2**
 IMPORTE DE LA CUOTA (MODALIDAD 11, 12 Y 15) \$: **09 03 95** SEXO: **1** X **2**
 FECHA DE INGRESO AL TRABAJO: **26 DE MAYO DE 1949** JORNADA O SEMANA REDUCIDA:
 DIA (DES) (MES) (DIGITOS) AÑO (2 DIG) (LUGAR DE NACIMIENTO, ESTADO) Y FECHA:
LUIS B. SANCHEZ SONORA 26 DE MAYO DE 1949
 HOMBRE DEL PADRE (AHI ESCRIBIR):
ALEJANDRO DUMAS (AHI)
MA. DE JESUS SOLORZANO
 DURACION DEL TRABAJO: **88** LUIS B. SANCHEZ SONORA
 (AHI) (LUGAR DE NACIMIENTO) (LUGAR DE NACIMIENTO)
SAN LUIS RIO COLORADO SONORA
 MUNICIPIO: **COLOHUA Y/O PUNAGUCHO**
 ESTADO DE EMPLAZAMIENTO DEL TRABAJADOR: **SONORA**
 CATEGORIA DEL TRABAJADOR: **INDUSTRIAL**
 UBICACION DEL CENTRO DE TRABAJO: **MEXICALI BAJA CALIF. 21010**
 ACTIVIDAD ECONOMICA: **INDUSTRIAL**
 ACTIVIDAD ECONOMICA DEL EMPLEADOR: **INDUSTRIAL**
 CLAVE DE AFILIACION: **EXCLUSIVO I.M.S.S. CLAVE DE AFILIACION**
 INSCRIPCION DEL TRABAJADOR: **EXCLUSIVO I.M.S.S. CLAVE DE AFILIACION**
 FECHA DE EMISION: **24 70 49 2020 9**
 NUMERO DE REGISTRO PATROCINADOR: **210-15867-10-0**
 REGISTRO FEDERAL DE CONTRIBUYENTES: **DUSJ490526**
 ALTA TRABAJADOR: **EXCLUSIVO I.M.S.S. CLAVE DE AFILIACION**

LEENSI A MACINA O LETRA DE MOLDE
 IMPORTE DE LA CUOTA: **1338**
 IMPORTE DE LA CUOTA: **1338**
 IMPORTE DE LA CUOTA: **1338**
 IMPORTE DE LA CUOTA: **1338**



THIS DRIVER HAS NO MEDICAL CARD

ALSO REQUIRES INTERPRETATION

HE HAS LOG BOOK

**INFORMATION SUBMITTED IN SUPPORT OF
THE UTAH POSITION THAT THE FEDERAL
MOTOR CARRIER SAFETY REGULATIONS
391.11(b)(2) SHOULD REMAIN UNCHANGED**

EXHIBIT NUMBER 10

**Location: St. George POE
Date: March 24, 1996**

ST. GEORGE PORT OF ENTRY
UTAH DEPARTMENT OF TRANSPORTATION

MAR 24 1996

INCIDENT REPORT

AGENT: SHARON R. GATES BADGE # 50A53

TYPE INCIDENT NON ENGLISH SPKG DRIVER TIME & DATE 19:00 3-24-96

LOCATION OF INCIDENT: ST. GEORGE PORT OF ENTRY /

INVESTIGATING OFFICER _____ BADGE # _____

NARRATIVE

AT 19:00 A TRUCK OUT OF QUEBEC CANADA, 3166350 CANADA, INC., CAME INTO THE SOUTH BOUND PORT OF ENTRY. THE DRIVER, RENE SCELLES, WAS UNABLE TO CONVERSE IN ANY WAY IN ENGLISH. WE WERE UNABLE TO GET ACROSS TO THE DRIVER THAT WE NEEDED HIS BIRTHDATE.

I HAD TO DRAW PICTURES TO TRY TO GET ACROSS TO THE DRIVER, THAT HE WAS NOT ABLE TO DRIVE A TRUCK IN THE UNITED STATES, OR UTAH, WITHOUT BEING ABLE TO READ OR UNDERSTAND ENGLISH.

WHEN CALLED, THE DISPATCHER AT THE COMPANY SPOKE ENGLISH VERY WELL. ARIZONA OFFICER MIKE GALE SPOKE WITH THE DISPATCHER. HE INFORMED HIM THAT THE DRIVER WAS NOT ABLE TO DRIVE IN THE STATE OF UTAH, AS HE DID NOT UNDERSTAND ENGLISH. THE DISPATCHER ASKED HIM ABOUT THE DRIVER COMING BACK THROUGH UTAH, AND OFFICER GALE TOLD HIM THAT IT WOULD BE NECESSARY TO GO ANOTHER ROUTE AS THE DRIVER COULD NOT DRIVE IN UTAH AGAIN. THE DISPATCHER SAID THAT HE UNDERSTOOD THAT.

I DREW SOME SIMPLE SIGNS, I.E. A STOP SIGN, YIELD SIGN, AND THE DRIVER WAS ABLE TO TELL ME WHAT THEY WERE. BUT HE WAS UNABLE TO READ EVEN THE SIMPLEST ENGLISH. AS HE HAD ALREADY TRAVELED THROUGH THE STATE OF UTAH, AND WAS AT THE STATE LINE WITH ARIZONA, HE WAS NOT PUT OUT OF SERVICE. BUT WE EVEN HAD A HARD TIME TRYING TO GET OVER TO THE DRIVER THAT HE COULD GO.

THIS DRIVER SPOKE AND UNDERSTOOD LESS ENGLISH THAN ANY OTHER DRIVER I HAVE EVER DEALT WITH. IN MY OPINION HE IS A REAL MENACE TO OUR HIGHWAYS.

THE DRIVER WAS RENE SCELLES
2125 RANG/BROWNSGORE RR1
ST. HERMAS, (QC) JOV 12D
QUEBEC DRIVERS LICENSE S4207 060941-06

SIGNATURE



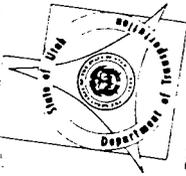
DATE:

3/24/96

22367

WARNING NOTICE

STATE OF UTAH



This is not a summons to appear in Court. It is a friendly contact by the Department of Transportation regarding improper driving or the mechanical condition of your vehicle. The Department of Transportation requests your cooperation in decreasing the number of motor vehicle accidents on the highways and maintaining your vehicle in safe mechanical condition.

“SAFE TODAY - ALIVE TOMORROW.”

Officer/Agent

J. S. Soto

3166350

CANADA INC # 408

UTAH DEPARTMENT OF TRANSPORTATION

ISSUED BY: S. J. SOTO

NAME (LAST): S. J. SOTO (FIRST): RENE (MIDDLE): M DOB: F

ADDRESS: 2625 RANKS BENVENISE (CITY): RAVENS (STATE): UT ZIP: 84003

DRIVER LICENSE NO: 5407-0094-06 STATE: UT VEHICLE LICENSE NO: AB 200195 STATE: UT EXPIRES: AB 3/96

VEHICLE COLOR: BLUE VEHICLE YEAR: 89 VEHICLE MAKE: INTL TYPE: AB DIRECTION: N S E W

DATE, TIME & LOCATION OF OCCURRENCE: ON THE 24 DAY OF MARCH, 19 90 MILITARY TIME: 17:00

LOCATION: ST. GEO PKE COUNTY: WASH SR: 115 MILEPOST: 1

VIOLATIONS: Speed 55 MPH Other Impeding traffic Right of way Following too closely Driving on wrong side Improper lane travel Cross divider or barrier Improper passing Fail or imp. signal Improper turning Other (Specify) UNABLE TO STOP OR UNDERSTAND

Other violations: Fail to stop—sign or light Fail to stop RR signal Fail to obey school bus signal Fail to dim lights Defective brakes Haz. equip. viol. Pedestrian violation Bicycle violation Wrong way on road Improper backing Lights, head, tail, other Left lane Seat Belt Violations Equipment Parking Oversize violation Overweight violation Littering highway

BADGE: ENGL STATION DISTRICT: 5

**INFORMATION SUBMITTED IN SUPPORT OF
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EXHIBIT NUMBER 11

**Location: St. George POE
Date: May 16, 1996**

ST. GEORGE PORT OF ENTRY
UTAH DEPARTMENT OF TRANSPORTATION

INCIDENT REPORT

[Handwritten signature]
By 11/17/96
11

AGENT: SHARON R. GATES BADGE # 50A53

TYPE INCIDENT PERES-NON ENG. SPKG DRIVER TIME & DATE 07:30 5-16-96

LOCATION OF INCIDENT: ST. GEORGE PORT OF ENTRY /

INVESTIGATING OFFICER _____ BADGE # _____

NARRATIVE

AT APPROXIMATELY 07:30 A UHAUL TRUCK CAME INTO THE NORTH BOUND PORT OF ENTRY. I WAS AT THE CONTROLS, AND WAS WORKING WITH ARIZONA AGENT IZZY BROOKS. THE TRUCK STOPPED ON THE SCALES, AND THE DRIVER AND HIS PASSENGER, BOTH HISPANIC MALES, LOOKED AT ME INQUIRINGLY AS THEY DID NOT UNDERSTAND THE SIGN. I DIRECTED THE TRUCK INTO PERMIT PARKING, USING HAND AND ARM GESTURES.

WHEN THE DRIVER OF THE VEHICLE ENTERED THE PORT OFFICE, HE DID NOT SPEAK OR UNDERSTAND ENGLISH AT ALL. HE COULD NOT UNDERSTAND OFFICER BROOKS REQUEST TO SEE HIS LEASE AGREEMENT. AS WE WERE DEALING WITH OTHER PROBLEMS, SHE TURNED THE DRIVER OVER TO ME TO HANDLE.

I CALLED ACROSS TO THE SOUTH BOUND PORT TO SEE IF THEY HAD A DRIVER THAT COULD SPEAK SPANISH, WHICH THEY DID. THROUGH THE SOUTHBOUND DRIVER WE WERE ABLE TO ASCERTAIN THAT THE DRIVER WAS DRIVING FOR HIMSELF, TRANSPORTING BED LINENS AND TOYS, ECT. TO A SWAP MEET IN COLORADO. THE TRUCK HAD A GVRW OF 18,000, BUT THE DRIVER DID NOT HAVE A MEDICAL CARD OR LOG BOOK IN HIS POSSESSION.

I MADE UP SEVERAL SIGNS, INCLUDING STOP, RETURN TO INTERSTATE, AND PROCEED SLOWLY. THE DRIVER WAS ONLY ABLE TO UNDERSTAND THE STOP SIGN.

AS I WAS UNABLE TO GET THE DRIVER TO UNDERSTAND THAT HE WOULD NEED TO TURN AROUND AT EXIT FOUR AND RETURN TO ARIZONA, I CALLED DISPATCHER TO SEE IF A TROOPER WAS AVAILABLE TO ESCORT THE TRUCK BACK AROUND. WE DID NOT HAVE A UTAH TROOPER AVAILABLE, AND ARIZONA TROOPER RALPH LOWTHER WAS BUSY WITH AN INSPECTION. I THEN CALLED THE LOCAL SHERIFF'S DISPATCH TO SEE IF A DEPUTY WAS AVAILABLE. AS THERE WAS NOT A LOCAL DEPUTY THAT WAS NOT BUSY WITH A CITATION, I WAITED UNTIL OFFICER LOWTHER HAD COMPLETED HIS INSPECTION. OFFICER LOWTHER CHECKED THE DOCUMENTS IN THE DRIVERS POSSESSION AND SAID THAT HE SHOULD BE PUT OUT OF SERVICE, BUT RATHER THAN HAVE HIM TIED UP INDEFINITELY AT THE PORT, HE ESCORTED HIM BACK INTO ARIZONA.

SIGNATURE *Sharon R. Gates* DATE: *5/16/96*

ARIZONA

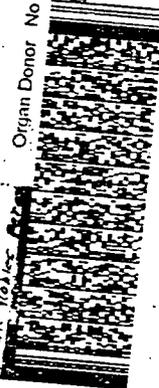
DRIVER LICENSE

ADAN ROBLES PERES
1747 W SUNLAND
PHOENIX AZ 85043

License Expires B13718483 01/10/2034
Class D
Sex M
Height 5'09
Weight 170
Birthdate 01/10/1974

Peak Reflex

Organ Donor No



Handwritten signature

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

WASHINGTON, D. C. 20535
MAY 15 1964

MEMORANDUM FOR THE DIRECTOR
SUBJECT: [Illegible]

RE: [Illegible]

ON [Illegible]

ASSOC. [Illegible] \$150.00
[Illegible] \$100.00
[Illegible] \$100.00
DIFFERENTIAL \$100.00

SUBTOTAL \$450.00

TOTAL RENTAL CHANGE \$150.00
REIMBURSEMENT \$100.00

TOTAL INCREASE \$300.00
TOTAL NET COST \$150.00

PAID [Illegible] \$100.00
[Illegible] \$100.00

AMOUNT PAID PER [Illegible] \$100.00
[Illegible] \$100.00
[Illegible] \$100.00

TOTAL AMOUNT PAID \$300.00
[Illegible] \$100.00

APPROVED: [Illegible]

RENTAL FEE
TAXES
INSURANCE
MAINTENANCE
DELIVERY
PICKUP

EXTRA CHARGE IF TRUCK IS NOT RETURNED
FULLY ASYD - \$10.00 PER DAY
EXTRA CHARGE IF TRUCK IS NOT RETURNED
FULLY ASYD - \$10.00 PER DAY

EXTRA CHARGE IF TRUCK IS NOT RETURNED
FULLY ASYD - \$10.00 PER DAY

PLEASE READ
SECTION 10-1000 PROVIDES THAT
CUSTOMER MUST RETURN RENTAL
EQUIPMENT WITHIN 10 HOURS OF THE DATE
AND TIME SPECIFIED FOR THE RETURN IN
THIS AGREEMENT. THE LESSEE SHALL BE
SUBJECT TO MAXIMUM ORIGINAL PENALTIES
OF \$100.00 PER DAY FOR NOT MORE THAN 10 DAYS
AND FINE OF NOT MORE THAN
\$500.00.

SECTION 10-1000 OF THE RENTAL CONTRACT AGREEMENT

PLEASE READ
BY SIGNING BELOW, I ACKNOWLEDGE I HAVE
READ AND UNDERSTAND THE TERMS AND
CONDITIONS IN THE CONTRACT HOLDER AND
HAVE READ AND UNDERSTAND THE APPROPRIATE
USER'S GUIDE.

SECTION 10-1000 OF THE RENTAL CONTRACT AGREEMENT

~~ADGAL Robotics Peres~~
DATE 5/1/18
SIGNATURE [Signature]
CUSTOMER'S NAME & COMPANY (PRINT)

RETURNING INFO.

30760

23539

DATE 5-15 1986

DATE 5-15-86

NAME						
ADDRESS					ORDER NUMBER	
CITY		STATE		ZIP		
SOLD BY	CASH	C.O.D.	CHARGE	ON ACCT.	NDSE RETD.	PAID OUT

NAME						
ADDRESS					ORDER NUMBER	
CITY		STATE		ZIP		
SOLD BY	CASH	C.O.D.	CHARGE	ON ACCT.	NDSE RETD.	PAID OUT

QTY	QUAN.	DESCRIPTION	PRICE	AMOUNT
1	9.0	LO 54	8	150.00
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
RECEIVED BY			TAX	
			TOTAL	

FM 2-4705 REV 7

QTY	QUAN.	DESCRIPTION	PRICE	AMOUNT
1	20	18/2400 YLS	25	500
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
RECEIVED BY			TAX	
			TOTAL	

FM 2-4705 REV 7

FROM: **JEAN ROBERTS**
 OF CALIF.
 California & Background Mfr.
 6100 Van Ness St
 Commerce, CA 90040

DIRTYTEN EAST (U.S.A.) CORP.
 335 WALL ST. #E
 LOS ANGELES, CA 90013
 TEL: (818) 470-1598 FAX: (213) 776-3188
ARIZONA

TO: *7/25/81*
10/25
10/25
 Order # _____ Dept. # _____

ITEM	QTY	UNIT PRICE	TOTAL PRICE
101	1	28.00	28.00
102	1	28.00	28.00
103	1	28.00	28.00
104	1	28.00	28.00
105	1	28.00	28.00
106	1	28.00	28.00
107	1	28.00	28.00
108	1	28.00	28.00
109	1	28.00	28.00
110	1	28.00	28.00
111	1	28.00	28.00
112	1	28.00	28.00
113	1	28.00	28.00
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118	1	28.00	28.00
119	1	28.00	28.00
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131	1	28.00	28.00
132	1	28.00	28.00
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137	1	28.00	28.00
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198	1	28.00	28.00
199	1	28.00	28.00
200	1	28.00	28.00

101-110
111-120
121-130
131-140
141-150
151-160
161-170
171-180
181-190
191-200

SHIP TO:

LD TO:

DATE		SALUS PRP	CUSTOMER ORDER#	SHIP VIA	TERMS	PRE-SALE#
QTY.	CASES	MODEL#	DESCRIPTION		UNIT PRICE	AMOUNT
42	PS 512 SW		1036	PE 811 SW	675	29025
60	PS		1036	PE 811 SW	25750	
10	PS		1036	PE 811 SW	4250	42500
3	PS		1036	PE 811 SW	16275	
				Star Fun	3	4917

ALL SALE IS FINAL ☆ NO EXCHANGE ☆ NO REFUND ☆ NO WARRANTY

Name *Naime Caudes*

Date *05/15/96* 19

No.	Reg. No.	Clerk	AMOUNT PAID
1	<i>70</i>	<i>AMARAS</i>	<i>2.30</i>
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			

1A Your account stated to date. If error is found return at once.

Name *Naime Caudes*

Date *05/15/96* 19

No.	Reg. No.	Clerk	AMOUNT PAID
1		<i>GAUDER</i>	<i>31</i>
2		<i>GAUDER</i>	<i>27</i>
3		<i>GAUDER</i>	<i>25</i>
4		<i>S. MARCOS</i>	<i>25</i>
5		<i>S. MARCOS</i>	<i>21</i>
6		<i>S. MARCOS</i>	<i>18</i>
7		<i>S. MARCOS (REB)</i>	<i>18</i>
8		<i>ALONIA (REB)</i>	<i>10</i>
9		<i>ALONIA (REB)</i>	<i>10</i>
10		<i>LEITE DE CARO</i>	<i>9.50</i>
11		<i>S. MARCOS</i>	<i>38</i>
12		<i>S. MARCOS</i>	<i>15</i>
13			
14			
15			

1A Your account stated to date. If error is found return at once.

**INFORMATION SUBMITTED IN SUPPORT OF
THE UTAH POSITION THAT THE FEDERAL
MOTOR CARRIER SAFETY REGULATIONS
391.11(b)(2) SHOULD REMAIN UNCHANGED**

EXHIBIT NUMBER 12

**Location: St. George POE
Date: May 1, 1997**

ST. GEORGE PORT OF ENTRY
UTAH DEPARTMENT OF TRANSPORTATION

INCIDENT REPORT

AGENT: SHARON R. GATES BADGE # 50A46

TYPE INCIDENT NON ENGLISH-ALFREDO AVILA TIME & DATE 23:00 5-1-97

INVESTIGATING OFFICER _____ BADGE # _____

AT 23:00 HOURS AN ORANGE FREIGHTLINER PULLING A TRAILER LOADED WITH BLACK PLASTIC PIPE CAME INTO THE NORTH BOUND PORT OF ENTRY. THE VEHICLE WAS EQUIPPED WITH A GREEN LIGHT ON THE SIDE, PINK LIGHTS ON THE REAR OF THE TRACTOR, AND A RED LIGHT AT THE CENTER OF THE FRONT BUMPER. THE DRIVER, A YOUNG HISPANIC MALE CAME INTO THE PORT, AND IN CHECKING HIS PERMITS, DID NOT HAVE UTAH ON THE SINGLE STATE. I TOLD HIM THAT HE WOULD NEED TO PURCHASE A PERMIT FOR UTAH, AND THAT I WOULD NEED A COPY OF HIS INSURANCE. THE DRIVER LOOKED AT ME IN A QUIZZICAL WAY, AND WHEN I ASKED HIM IF HE HAD A COPY OF HIS INSURANCE, DID NOT LOOK AS IF HE UNDERSTOOD ME, BUT STARTED LOOKING IN HIS PERMIT BOOK.

I TOLD THE DRIVER THAT THE GREEN LIGHTS, ECT. ON HIS TRUCK WERE NOT LEGAL. THAT ACCORDING TO THE FEDERAL MOTOR CARRIER BOOK, THEY WERE SUPPOSED TO BE AMBER OUT THE FRONT OF THE VEHICLE, RED OUT THE REAR AND WHITE ON THE LICENSE PLATE FRAME. THE DRIVER REPEATED LIGHTS, BUT LOOKED PUZZLED. I ASKED HIM IF HE UNDERSTOOD ENGLISH, AND HE REPEATED POCITO. I THEN ASKED IF HE COULD READ THE ENGLISH SIGNS AND HE REPEATED THE SAME THING.

I HANDED HIM A SAFETY AND SECURITY VERIFICATION FORM, WHICH I WAS WAITING TO FILL OUT FOR HIS COMPANY, AND ASKED HIM IF HE COULD READ THE TOP OF THE PRINTING THERE. HE COULD NOT. I THEN ASKED HEIDI WELLS, THE ARIZONA AGENT WORKING, IF SHE WOULD POINT TO THE TOP SIGN ON THE TV SCREEN, WHICH READ "RETURN TO INTERSTATE". I ASKED THE DRIVER IF HE COULD READ IT OR KNEW WHAT IT MEANT, BUT HE DID NOT. I THEN ASKED HEIDI IF SHE WOULD PUT UP THE PROCEED SLOWLY SIGN, WHICH SHE DID. AGAIN I ASKED THE DRIVER IF HE COULD READ IT OR KNEW WHAT IT MEANT, BUT HE DID NOT.

THE DRIVER, ALFREDO ZUNIA AVILA, WENT TO THE LOBBY TO USE THE PHONE. HE THEN CAME BACK INTO THE PERMIT OFFICE AND GESTURED FOR ME TO COME TO THE LOBBY AND SPEAK ON THE PHONE, WHICH I DID. I EXPLAINED TO HIS BOSS THAT HIS DRIVER WOULD NOT BE ALLOWED TO PROCEED ON INTO UTAH, AS HE COULD NOT READ OR SPEAK ENGLISH SUFFICIENTLY TO UNDERSTAND SIMPLE SIGNS. HIS BOSS PROCEEDED TO ARGUE THAT THE DRIVER HAD HIS CDL, THAT HE HAD OBTAINED IN CALIFORNIA. I TOLD HIM THAT HE WOULD HAVE TO DRIVE IN CALIFORNIA THEN, BUT WOULD NOT BE ALLOWED TO PROCEED INTO UTAH. HIS BOSS THEN INFORMED ME THAT HE HAD OBTAINED HIS LICENSE IN SPANISH AND THAT THE DRIVER WAS GOOD TO DRIVE IN ALL FORTY EIGHT STATES. I SAID THAT HE COULD NOT DRIVE IN UTAH AS IT WAS STATE POLICY, ADAPTED FROM THE FEDERAL MOTOR CARRIER CODE THAT THE DRIVER HAD TO BE ABLE TO READ

SIGNATURE _____

DATE: 5/1/97

SIMPLE ROAD SIGNS IN ENGLISH.

I INFORMED THE PERSON ON THE PHONE, WHO SAID THAT HE WAS THE OWNER OF THE TRUCK, J GARNICA, THAT THE DRIVE WOULD BE TURNED AROUND AND SENT BACK OUT OF UTAH. MR. GARNICA ASKED ME FOR OUR PHONE AND FAX NUMBER AND I GAVE THEM TO HIM, BUT ASKED HIM WHY HE WANTED THE FAX NUMBER. HE SAID THAT HE NEEDED THE FAX NUMBER TO FAX INSURANCE SO THE DRIVER COULD BUY HIS PERMITS. I REPEATED THAT THE DRIVER WOULD NOT NEED PERMITS, AS HE WOULD NOT BE ALLOWED TO PROCEED ON INTO UTAH.

A FEW MINUTES AFTER RETURNING TO THE PORT OFFICE, THE PHONE RANG AND A WOMAN SAID THAT SHE WAS THE WIFE OF THE TRUCK OWNER AND HER HUSBAND WANTED TO KNOW WHAT WAS BEING DONE WITH THE TRUCK AND WHAT THE PROBLEM WAS. I EXPLAINED THE PROBLEM TO HER, AND TOLD HER IF SHE HAD ANY QUESTIONS, SHE SHOULD CONTACT NORM LINDGREN IN SALT LAKE CITY AND GAVE HER HIS PHONE NUMBER. SHE THEN ASKED, PER HER HUSBANDS INSTRUCTION TO SPEAK WITH MIKE LEAHY. I INFORMED HER THAT MIKE NO LONGER WORKED AT THE PORT. I APOLOGIZED FOR HAVING TO TURN THE DRIVER AROUND, BUT HIS WIFE SAID THAT SHE COULD CERTAINLY UNDERSTAND.

THE COMPANY WAS J GARNICA TRUCKING, 604 6TH ST., BAKERSFIELD, CA. 93304. THE DRIVER WAS ALFREDO ZUNIGA AVILA, WITH A MAILING ADDRESS THE SAME AS THE COMPANIES.

SIGNATURE



DATE:

5/1/97

CALIFORNIA
COMMERCIAL DRIVER LICENSE CLASS: A
B6944956 ENDORS: T
 EXPIRES 01-12-80

This license is issued as a license to drive a motor vehicle, it does not establish eligibility for employment, voter registration, or public benefits.

ALFREDO ZUNIGA AUILA
 21 GREEN VALLEY ST
 FREEDOM CA 95019

SEX: M HAIR: BRN EYES: BRN
 HT: 5-06 WT: 165 DOB: 03-12-61

Alfredo Zuniga

03/02/96 529 B1/B1 FD/00 1019

I.D. Card or
 Driver License No. **B6944956**

Enter your new address below:
604 6TH ST
Bakersfield, CA 93304

Carry this change of address card with your I.D. or driver license. Do not tape or staple it to your driver license or ID.

DL 43 (REV. 9/94)

DMV
 A Public Service Agency



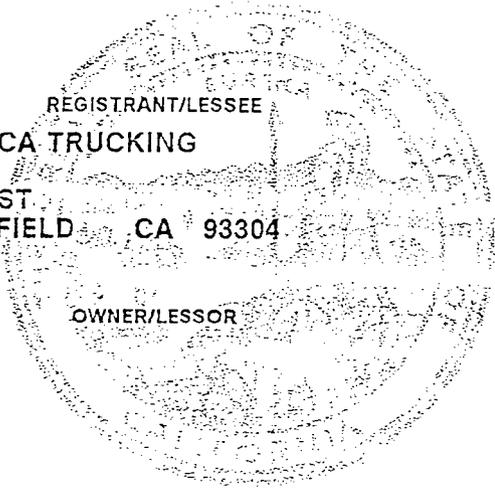
CALIFORNIA APPORTIONED CAB CARD

EXPIRES 12/31/97 PLATE NO. SP37725 DATE REG. 01/01/97 SUPP. NO. REN MAKE FRGHT YR. MDL 89

ACCT. NO. E523 EQUIP. NO. 0000006 VIN 1FUYDSYB6KP364189 TYPE TR

UNLADEN WT. 16500 AX 3 ST 00 MP D PURCHASE PRICE \$ 29500 PURCHASE DATE 10/18/95

TYPE CARRIER FOR HIRE



REGISTRANT/LESSEE
J GARNICA TRUCKING
 604 6TH ST.
 BAKERSFIELD CA 93304

OWNER/LESSOR

This vehicle described has been registered in the state of California and other jurisdictions shown. Cab cards and plates must be surrendered upon deletion from the fleet. ****THIS VEHICLE IS NON-TRANSFERABLE****

REG. 439 (REV. 10-89)

THE ORIGINAL CAB CARD ONLY WILL BE RECOGNIZED BY IRP JURISDICTIONS

JURISDICTIONAL WEIGHTS	JURISDICTIONAL WEIGHTS	JURISDICTIONAL WEIGHTS
AZ 080000	** *****	** *****
ID 080000		
NV 080000		
WA 080000		
OR 080000		
TX 080000		
UT 080000		
WA 080000		
** *****		

PLEASE NOTE

Jurisdictional weights for Canadian provinces are in kilograms

For buses, the number of seats may be identified in the jurisdictional weights are

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391.11(b)(2) SHOULD REMAIN UNCHANGED**

EXHIBIT NUMBER 13

Location: Wendover POE

Date: April 8, 1994

11/8-94

13/4/94

INCIDENT REPORT

TR-435

Page 2 of 4

Agent Julie A. Asay Badge No. 50A27 POE Wendover

Type Incident language Time & Date of Incident 3:00 4-8-94

Location of Incident Wendover Port of Entry

Investigating Officer and Badge Number 1

NARRATIVE

A driver went passed the exit for the Westbound scale. Driver made it about to the scale on the interstate. Realizing he had ran the port, backed up on the interstate to the exit. He then proceeded through the scale. When weighed out he was heavy by 580 lbs on drivers. He was called in, when I asked for the registration, fuel, bingo registration receipt, he didnt understand what I wanted. I had to go through his permits on my own. He was cooperative except for the language barrier.

Signature Julie A. Asay Date 4-8-94

Attach additional sheets if required.

NUMBER	16-62 ^A
PAGE	2 of 4
EFFECTIVE DATE	Jan. 8th, 93



18255
WARNING NOTICE

John Linek - Chicago IL - (5334W.)
Parker.
UTAH DEPARTMENT OF TRANSPORTATION

STATE OF UTAH



This is not a summons to appear in Court. It is a friendly contact by the Department of Transportation regarding improper driving or the mechanical condition of your vehicle. The Department of Transportation requests your cooperation in decreasing the number of motor vehicle accidents on the highways of our state by obeying all traffic regulations and maintaining your vehicle in safe mechanical condition.

"SAFE TODAY - ALIVE TOMORROW."

ISSUED BY	John Linek - Chicago IL - (5334W.) Parker.			
NAME (LAST)	(FIRST)	(MIDDLE)	DOB	AA F
Gut	Antoni	W.	10-13-53	
ADDRESS	(CITY)	(STATE)	ZIP	
2749 N. Lovergne		Chicago IL	60639	
DRIVER LICENSE NO.	STATE	VEHICLE LICENSE NO.	STATE	EXPIRES
9300-0195-3292	IL	P115864	IL	3-95
VEHICLE COLOR	VEHICLE YEAR	VEHICLE MAKE	TYPE	DIRECTION
Silver	93	KW	conv	N S E W

DATE, TIME & LOCATION OF OCCURRENCE

ON THE 8th DAY OF April, 1994 MILITARY TIME 0316

LOCATION Wendover Point Entry Tooele COUNTY Tooele SR 80 MILEPOST 3

VIOLATIONS

<input type="checkbox"/> Speed <input type="checkbox"/> 55 MPH <input type="checkbox"/> Other <input type="checkbox"/> Impeding traffic <input type="checkbox"/> Right of way <input type="checkbox"/> Following too closely <input type="checkbox"/> Driving on wrong side <input type="checkbox"/> Improper lane travel <input type="checkbox"/> Cross divider or barrier <input type="checkbox"/> Improper passing <input type="checkbox"/> Fail or imp. signal <input type="checkbox"/> Improper turning <input type="checkbox"/> Other (Specify)	<input type="checkbox"/> Fail to stop—sign or light <input type="checkbox"/> Fail to stop RR signal <input type="checkbox"/> Fail to obey school bus signal <input type="checkbox"/> Fail to dim lights <input type="checkbox"/> Defective brakes <input type="checkbox"/> Haz. equip. viol. <input type="checkbox"/> Pedestrian violation <input type="checkbox"/> Bicycle violation <input type="checkbox"/> Wrong way on road	<input checked="" type="checkbox"/> Improper backing <input type="checkbox"/> Lights, head, tail, other <input type="checkbox"/> Left lane <input type="checkbox"/> Seat Belt Violations <input type="checkbox"/> Equipment <input type="checkbox"/> Parking <input type="checkbox"/> Oversize violation <input type="checkbox"/> Overweight violation <input type="checkbox"/> Littering highway
--	--	---

Running past 580 lbs over an driver

Officer/Agent	BADGE	SECTION	DISTRICT
<i>Julie A. Asay</i>	50A27	CVB5	2

**INFORMATION SUBMITTED IN SUPPORT OF
THE UTAH POSITION THAT THE FEDERAL
MOTOR CARRIER SAFETY REGULATIONS
391.11(b)(2) SHOULD REMAIN UNCHANGED**

EXHIBIT NUMBER 14

**Location: Wendover POE
Date: May 1, 1994**

State of Utah

UTAH DEPARTMENT OF TRANSPORTATION

STATEMENT

DATE 5-1-94 TIME OF INCIDENT 2003

NAME Debra Evans AGE 34 SEX F

ADDRESS Box 2985 Wendover Nu 89883

TELEPHONE NUMBER: HOME 664-3490 WORK 665-2274 OTHER none

TYPE OF INCIDENT Communication Problem

LOCATION OF INCIDENT Wendover UT POE

PLEASE DESCRIBE WHAT YOU SAW, HEARD, OR KNOW OF THIS INCIDENT:

On this date I encountered Tomasz Grzybczyk, a driver with T.J.W Express line. He came to my window with his papers. I asked what I could do for him and could not understand what he was telling me.

By going through his papers I figured everything was in order & that he didn't need anything from me. I don't know what else he may have needed as far as information from me. I could not understand his language & he spoke no english.

SIGNATURE Debra Evans

ILLINOIS APPORTIONMENT IDENTIFICATION CARD

FIRM #	12565	FLEET #	1	LICENSE #	P 85509	DATE ISSUED	03/31/94	LICENSE EXPIRES	03/31/95
UNIT #	108	V.I.N.	1XKAD29XXLJ541368	YEAR	90	MAKE	KW		
TYPE	TR D	FUEL		TYPE OF CARRIER	HAUL FOR HIRE	WEIGHT GR #	80000	SUPP #	0

LESSOR NAME

JAN & ANDRZEJ WASIKOWSKI

T J W EXPRESS LINE INC
 2767 OLD HIGGINS ROAD
 ELK GROVE VILLAGE IL 60007



GEORGE H. RYAN
 SECRETARY OF STATE
 STATE OF ILLINOIS
 CFT IRP-25

FIRM #	12565	FLEET #	1	LICENSE #	P 85509
UNIT #	108	V.I.N.	1XKAD29XXLJ541368	YEAR	90
TYPE	TR D	FUEL		TYPE OF CARRIER	HAUL FOR HIRE

VEHICLE DESCRIBED HEREIN HAS BEEN PROPORTIONALLY REGISTERED
 BETWEEN THE STATE OF ILLINOIS
 AND OTHER JURISDICTIONS SHOWN BELOW
 ALL WEIGHTS ARE SHOWN IN POUNDS

AL	80000	AR	80000	AZ	80000	CA	80000	QUAL
CO	80000	CT	80000	FL	80000	GA	80000	
IA	80000	ID	80000	IN	80000	KS	80000	
KY	80000	LA	80000	MA	80000	MD	80000	
ME	80000	MI	80000	MN	81000	MO	80000	
MS	80000	MT	80000	NC	80000	ND	82000	
NE	80000	NH	80000	NM	80000	NV	80000	
NY	80000	OH	80000	OK	80000	OR	80000	
PA	80000	SC	80000	SD	80000	TN	80000	
TX	80000	UT	80000	VA	80000	VT	80000	
WA	80000	WI	80000	WV	80000	WY	80000	

FOLD



SHOHNIS

**INFORMATION SUBMITTED IN SUPPORT OF
THE UTAH POSITION THAT THE FEDERAL
MOTOR CARRIER SAFETY REGULATIONS
391.11(b)(2) SHOULD REMAIN UNCHANGED**

EXHIBIT NUMBER 15

**Location: Wendover POE
Date: December 17, 1994**

DEC 22 1994

INCIDENT REPORT

TR-435
Page 2 of 4

Agent Ricardo Collazo Badge No. 50A64 POE Wendover
Type Incident Not able to communicate Time & Date of Incident 7:57 12-17-94
Location of Incident West-bound scale
Investigating Officer and Badge Number 1

NARRATIVE

On at 7:57 AM on 12-17-94, I tried to weigh a semi-tractor, trailer combination. But the driver didn't obey our light signal, I called him on our CB, but didn't respond. I signaled him to bring in cards, but he kept on going.

UHP Bates, and WPD Heath Hillard were here at the port, so they proceeded to bring him back.

As I spoke to driver and his co-driver, he said that he didn't ^{read or} speak English sufficiently.

Signature Ricardo Collazo Date 12-17-94

Attach additional sheets if required.

NUMBER 16-62A
PAGE 2 of 4
EFFECTIVE DATE Jan. 9th 93

ILLINOIS APPORTIONMENT IDENTIFICATION CARD

FIRM #	FLEET #	LICENSE #	DATE ISSUED	LICENSE EXPIRES
19864	1	P 170236	09/12/94	03/31/95
CLASS #	VIN	YEAR	MAKE	
109	1XKADB9X3LJ541924	90	KENW	
PLATE #	TYPE OF CARRIER	WEIGHT GR #	SUPP #	
D	HAUL FOR HIRE	80000	0	
OWNER NAME				

FIRM #	FLEET #	LICENSE #
19864	1	P 170236
IL WEIGHT		
80000		

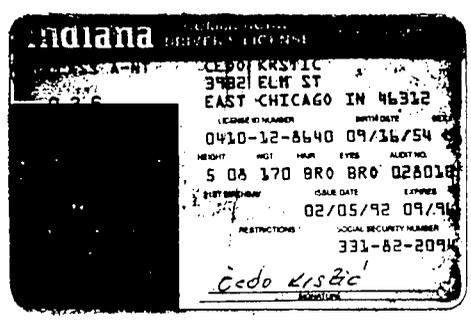
VEHICLE DESCRIBED HEREIN HAS BEEN PROPORTIONALLY REGISTERED BETWEEN THE STATE OF ILLINOIS AND OTHER JURISDICTIONS SHOWN BELOW ALL WEIGHTS ARE SHOWN IN POUNDS

AL	80000	AR	80000	FL	80000	GA	80000
IA	80000	IN	80000	KS	80000	KY	80000
LA	80000	MA	80000	MD	80000	MI	80000
MN	80000	MO	80000	NC	80000	NE	80000
NH	80000	NY	80000	OH	80000	OK	80000
PA	80000	SC	80000	TN	80000	TX	80000
VA	80000	VT	80000	WI	80000	WV	80000
**	*****	**	*****	**	*****	**	*****
**	*****	**	*****	**	*****	**	*****
**	*****	**	*****	**	*****	**	*****
**	*****	**	*****	**	*****	**	*****
**	*****	**	*****	**	*****	**	*****

SPANIJA & CEDO KRSTIC
 4230 N MEDVALE AVE
 CHICAGO IL 60641



GEORGE H. RYAN
 SECRETARY OF STATE
 STATE OF ILLINOIS



**INFORMATION SUBMITTED IN SUPPORT OF
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EXHIBIT NUMBER 16

Location: Wendover POE

Date: August 5, 1995

AUG 9 1995

State of Utah

UTAH DEPARTMENT OF TRANSPORTATION

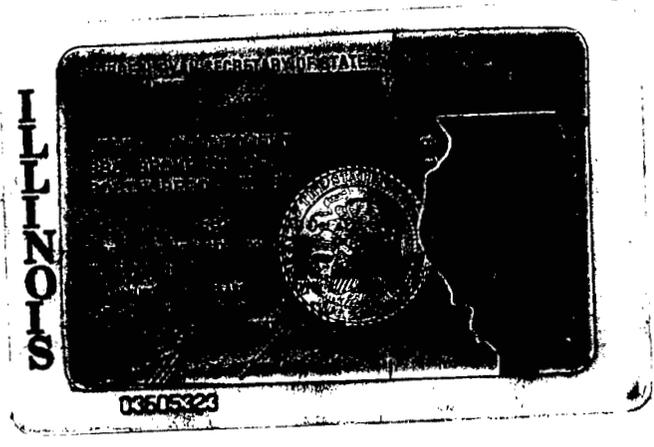
STATEMENT

DATE 8-5-95 TIME OF INCIDENT 0812
 NAME M. Rhoades AGE _____ SEX F
 ADDRESS P.O. Box 249 WENDOVER UT 84083
 TELEPHONE NUMBER: HOME 801-665-7955 WORK 801-665-2274 OTHER _____
 TYPE OF INCIDENT LANGUAGE
 LOCATION OF INCIDENT WENDOVER POE

PLEASE DESCRIBE WHAT YOU SAW, HEARD, OR KNOW OF THIS INCIDENT:

MR JERZY KORNAKOWSKI FAILED TO STOP AT
POE. HE STOPPED ON THE FREEWAY. HE CAME IN
HERE TO SHOW HIS PAPERWORK AND COULDN'T
UNDERSTAND MOST OF WHAT I EXPLAINED TO
HIM.

SIGNATURE M. Rhoades



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EXHIBIT NUMBER 17

**Location: Wendover POE
Date: September 27, 1995**

State of Utah
UTAH DEPARTMENT OF TRANSPORTATION

10/10/95

STATEMENT

DATE 9-27-95 TIME OF INCIDENT 0905
NAME Mrs Rhoades AGE _____ SEX F
ADDRESS P.O. Box 1313 Wendover UT 84083
TELEPHONE NUMBER: HOME 664-3398 WORK 665-2274 OTHER _____
TYPE OF INCIDENT Communication
LOCATION OF INCIDENT Wendover P&E

PLEASE DESCRIBE WHAT YOU SAW, HEARD, OR KNOW OF THIS INCIDENT:

This driver could not speak
any english. Tried to weigh him
out on the W/B side and he
couldn't follow the lights.

SIGNATURE M. Rhoades

Commonwealth of Massachusetts

CDL DRIVER'S LICENSE

617787843 06-02-00
06-02-50 M 09-20-95
A 5-11

FARAHANI
RAHMATOLLA SAMIY
10213 ARBOR DR
SHREWSBURY MA
01545

SIGNATURE: *S. Samiy*

**INFORMATION SUBMITTED IN SUPPORT OF
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EXHIBIT NUMBER 18

**Location: Wendover POE
Date: October 5, 1995**

10-5-95

State of Utah

UTAH DEPARTMENT OF TRANSPORTATION

STATEMENT

DATE 10-5-95 TIME OF INCIDENT 1205 pm

NAME Mai Rhoades AGE _____ SEX _____

ADDRESS _____

TELEPHONE NUMBER: HOME _____ WORK _____ OTHER 606-5-2274 ^{DI WORK}

TYPE OF INCIDENT Language Barrier

LOCATION OF INCIDENT Wendover POE

PLEASE DESCRIBE WHAT YOU SAW, HEARD, OR KNOW OF THIS INCIDENT:

Ruth tried to weigh this gentleman and could not get him to stop for the light. We called him in & he couldn't speak any english. He just kept repeating everything I said. He did have a co-driver with him in the truck. Co-driver was asleep and driver didn't understand that I wanted to see co-driver. There were no officers on so I let him go.

SIGNATURE Mai Rhoades

ILLINOIS

GEORGE H. RYAN SECRETARY OF STATE
 NUMBER B452-5405-1081 98
CDL
 MAREK BLONSKI
 5722 W HENDERSON
 CHICAGO IL 60634
 SS# 355 9918
 HT 5 10 WT 200 SEX M DONOR Y BIRTH 10-31-51
 ISSUED 10-31-94 CLASS A TYPE ENDOR
 303CN1560 (REST) NONE
 MAREK BLONSKI
 01978775



ILLINOIS APPORTIONMENT IDENTIFICATION CARD

FIRM #	FLEET #	LICENSE #	DATE ISSUED	LICENSE EXPIRES
18687	1	P 190911	05/19/95	03/31/96
UNIT #	V.I.N.	YEAR	MAKE	
130	1XPCCR8XXSN378760	95	PETE	
TYPE	FUEL	TYPE OF CARRIER	WEIGHT GR #	SUPP #
TT	D	HAUL FOR HIRE	80000	8
LESSOR NAME				

FOLD



POLO TRANSPORTATION INC
 9934 W BRYN MAWR AVE
 ROSEMONT IL 60018

GEORGE H. RYAN
 SECRETARY OF STATE
 STATE OF ILLINOIS
 CFT IRP-2.7

FOLD

**INFORMATION SUBMITTED IN SUPPORT OF
THE UTAH POSITION THAT THE FEDERAL
MOTOR CARRIER SAFETY REGULATIONS
391.11(b)(2) SHOULD REMAIN UNCHANGED**

EXHIBIT NUMBER 19

Location: Perry POE

Date: February 6, 1994

78-800

INCIDENT REPORT

NAME: Timothy P. Fagan.

BADGE#: 50A42.

PORT: Perry Port of Entry. INCIDENT: Non-english speaking driver.

DATE AND TIME: 02-06-94 14:45.

LOCATION: Perry Port.

NARRATIVE:

At 14:45 a north bound truck was called into the port for being overweight. The driver, MR. William F. Viquez could not speak english well enough to respond to inquiries made by Agent Sharr Drewes and myself, Agent Tim Fagan. Driver was written a warning and a driver that works for the same company that speaks english and spanish advised MR. Viques of the situation.
Reference 391.11 (2)

COMPANY NAME: William F Viquez.

ADDRESS: 11702 Stonebridge
Houston, TX 77064.

LEASED TO: P & H Transportation, inc.

ADDRESS: 8242 South Central
Dallas, TX 75239.

AGENT: Timothy P. Fagan.

DATE: 02-06-94.

19759
WARNING NOTICE

COMPANY NAME: WILLIAM F VIQUEZ 11800 GRANT RD CYPRES

ISSUED BY **UTAH DEPARTMENT OF TRANSPORTATION**

STATE OF UTAH



This is not a summons to appear in Court. It is a friendly contact by the Department of Transportation regarding improper driving or the mechanical condition of your vehicle. The Department of Transportation requests your cooperation in decreasing the number of motor vehicle accidents on the highways of our state by obeying all traffic regulations and maintaining your vehicle in safe mechanical condition.

"SAFE TODAY - ALIVE TOMORROW."

NAME (LAST) VIQUEZ	(FIRST) WILLIAM	(MIDDLE) FRANCISCO	DOB 08 04 54
ADDRESS 11702 StoneBridge Houston TX			ZIP 77062
DRIVER LICENSE NO 06652771	STATE TX	VEHICLE LICENSE NO R28298	STATE TX
VEHICLE COLOR WHITE	VEHICLE YEAR 87	VEHICLE MAKE WHITE	TYPE TT
DIRECTIO (N) S E			

DATE, TIME & LOCATION OF OCCURRENCE:
 ON THE 06 DAY OF FEB, 19 94 MILITARY TIME 14:00
 LOCATION PERRY POE COUNTY BE SR 15 MILEPOS

VIOLATIONS

<input type="checkbox"/> Speed	<input type="checkbox"/> 55 MPH	<input type="checkbox"/> Other	<input type="checkbox"/> Fail to stop—sign or light	<input type="checkbox"/> Improper backing
<input type="checkbox"/> Impeding traffic	<input type="checkbox"/> Right of way	<input type="checkbox"/> Following too closely	<input type="checkbox"/> Fail to stop RR signal	<input type="checkbox"/> Lights, head, tail, oth
<input type="checkbox"/> Driving on wrong side	<input type="checkbox"/> Improper lane travel	<input type="checkbox"/> Cross divider or barrier	<input type="checkbox"/> Fail to obey school bus signal	<input type="checkbox"/> Left lane
<input type="checkbox"/> Improper passing	<input type="checkbox"/> Fail or imp. signal	<input type="checkbox"/> Improper turning	<input type="checkbox"/> Fail to dim lights	<input type="checkbox"/> Seat Belt Violations
<input type="checkbox"/> Other (Specify)	391.11 (2) UNABLE TO RESPOND TO OFFICIAL INC		<input type="checkbox"/> Defective brakes	<input type="checkbox"/> Equipment
			<input type="checkbox"/> Haz. equip. viol.	<input type="checkbox"/> Parking
			<input type="checkbox"/> Pedestrian violation	<input type="checkbox"/> Oversize violation
			<input type="checkbox"/> Bicycle violation	<input type="checkbox"/> Overweight violation
			<input type="checkbox"/> Wrong way one-way road	<input type="checkbox"/> Littering highway

8242 South
 8242 South
 P & H TRANSPORTATION, INC DALLAS, TX 7

Officer/Agent <i>Sagan</i>	BADGE 50A42	SECTION DOT	DISTRICT IN EN. 5
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**INFORMATION SUBMITTED IN SUPPORT OF
THE UTAH POSITION THAT THE FEDERAL
MOTOR CARRIER SAFETY REGULATIONS
391.11(b)(2) SHOULD REMAIN UNCHANGED**

EXHIBIT NUMBER 20

**Location: Perry POE
Date: June 18, 1994**

JUN 2 1994

INCIDENT REPORT

TR-435
Page 2 of 4

Agent Robert E. Seele Badge No. 50a43 POE Perry
Type Incident Foreign Driver Time & Date of Incident 08:50/ 18 June 1994
Location of Incident Perry Port of Entry Perry Utah
Investigating Officer and Badge Number _____ / _____

NARRATIVE

At approximately 08:50 hours I pulled a 3 axle south bound truck in to check his paperwork. The side of the truck had "Grupo Samuray" written on it. When the driver came into the port I tried to talk to him. At this point I found out that he could not speak enough english for me to understand him, and he did not understand what I was asking him.

At 09:05 Agent Anderson called Box Elder Sheriff's dispatch to find someone who could speak spanish. He was told that Officer Craig Gunn of the Perry Police Department could speak spanish. Anderson called Officer Gunn and he said he would come down.

Officer Gunn arrived at 09:30 hours. He proceeded to ask the driver where he was going, where he had been and when he was going to leave Utah. He also asked him about a logbook. The driver said he had one, but did not know how to fill it out. So, I explained to officer Gunn how to fill it out, and he explained it to the driver. This all took approximately one hour.

The driver said he had spent the night in Idaho Falls and was going to Salt Lake City. He said he would not leave there until Sunday, 19 June. The driver said the band, whose equipment he was
Signature Robert Seele Date 6-20-94

Attach additional sheets if required.

NUMBER 16-62A
PAGE 2 of 4
EFFECTIVE DATE Jan. 8th, 93

hauling, were playing in Salt Lake tonight.

I told the driver I would give him the benefit of the doubt on his logbook, I wrote him a \$100.00 citation for his logbook not being current, and a warning for not being able to speak or understand english.

I told him he could go to Salt Lake, but he had to be careful of his driving and on duty time. I also told him I would check him next time I saw his truck.

He was also told he either needed to learn english or have someone with him who could speak and understand english.

After the bail was paid and he purchased a trip and fuel permit he departed the Port. Officer Gunn left at approximately 11:30 hours.

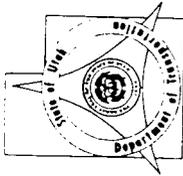
I suggest that the customs officials on the border inform Mexican truck drivers that they must be able to speak and read english if they are going to drive in the U.S.A.

Agent Robert E. Seale 6-20-94

19344

WARNING NOTICE

STATE OF UTAH



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“SAFE TODAY - ALIVE TOMORROW.”

Officer/Agent

R. Seibel

ISSUED BY UTAH DEPARTMENT OF TRANSPORTATION

NAME (LAST) <i>Romo</i>	(FIRST) <i>Ramon</i>	(MIDDLE)	DOB <i>6-17-57</i>	<i>(M)</i> <i>F</i>
ADDRESS <i>CERRILLO</i>		(CITY) <i>APXCO</i>	(STATE)	ZIP
DRIVER LICENSE NO. <i>92771</i>	STATE <i>MX</i>	VEHICLE LICENSE NO. <i>A727254</i>	STATE <i>MX</i>	EXPIRES
VEHICLE COLOR	VEHICLE YEAR <i>91</i>	VEHICLE MAKE <i>DINA</i>	TYPE	DIRECTION <i>N S E W</i>

DATE, TIME & LOCATION OF OCCURRENCE:
ON THE 18 DAY OF June 19 94 MILITARY TIME 0900
LOCATION Perry Port of Entry COUNTY Box Elder SR 15 MILEPOST 361

— VIOLATIONS —

<input type="checkbox"/> Speed	<input type="checkbox"/> 55 MPH	<input type="checkbox"/> Other	<input type="checkbox"/> Improper backing
<input type="checkbox"/> Impeding traffic	<input type="checkbox"/> Right of way	<input type="checkbox"/> Fail to stop—sign or light	<input type="checkbox"/> Lights, head, tail, other
<input type="checkbox"/> Following too closely	<input type="checkbox"/> Driving on wrong side	<input type="checkbox"/> Fail to stop RR signal	<input type="checkbox"/> Left lane
<input type="checkbox"/> Improper lane travel	<input type="checkbox"/> Cross divider or barrier	<input type="checkbox"/> Fail to obey school bus signal	<input type="checkbox"/> Seat Belt Violations
<input type="checkbox"/> Improper passing	<input type="checkbox"/> Fail or imp. signal	<input type="checkbox"/> Defective brakes	<input type="checkbox"/> Equipment
<input type="checkbox"/> Improper turning	<input type="checkbox"/> Other (Specify) <i>cannot speak or understand Eng 1.54</i>	<input type="checkbox"/> Haz. equip. viol.	<input type="checkbox"/> Parking
		<input type="checkbox"/> Pedestrian violation	<input type="checkbox"/> Oversize violation
		<input type="checkbox"/> Bicycle violation	<input type="checkbox"/> Overweight violation
		<input type="checkbox"/> Wrong way one-way road	<input type="checkbox"/> Littering highway

BADGE 1743 SECTION UDOT DISTRICT



Utah State Tax Commission

TC-385
Rev. 1/91

Special Fuel Receipt and 96 Hour Trip Permit

This permit must remain with the vehicle while in Utah during the 96 hour period and is void upon leaving the state. **No. 052987**

Truck license number AA22254	State MX	Year 91	Truck make DINA	Unit number 368247	Gross weight 32460
Registered owner Guadalupe Dimas					
Address <i>[Redacted]</i>					

City Aguaascalientes	State MX	City <i>[Redacted]</i>	State <i>[Redacted]</i>
--------------------------------	--------------------	---------------------------	----------------------------

96 Hour Trip Permit: Single Combination (In place of full registration. No credit or refund allowed.)

Special Fuel Tax Entrance Permit (In place of Special Fuel Vehicle Permit)

Total fee amount paid: Cash Check

Operator's signature: *[Signature]* Issuing officer: **X D. C. 50 A87** Port of entry: **7#6**

Expiration: *[Signature]* **Cancel** the date and time this permit expires.

Year	Month	Day	Time
91	92	93	95
96	97	98	99
	Jan.	Feb.	Mar.
	Apr.	May	Jun.
	Jul.	Aug.	Sep.
	Oct.	Nov.	Dec.
	1	2	3
	4	5	6
	7	8	9
	10	11	12
	13	14	15
	16	17	18
	19	20	21
	22	23	24
	25	26	27
	28	29	30
	31		
		Midnight	Noon
		6 A.M.	3 P.M.
		9 A.M.	6 P.M.

WHITE - Taxpayer's copy CANARY - Collector's copy (remains in book) PINK - Accounting copy

U. S. CUSTOMS SERVICE
SOUTHWEST REGION
HOUSTON, TEXAS

T.I.B. NO. 0000

PORT LAREDO TEXAS

DATE 06/01/94

ENTRY AND BOND WITHOUT SURETY OR CASH DEPOSIT FOR THE TEMPORARY IMPORTATION OF SPECIAL CLASSIFICATIONS:

- A. COMMERCIAL SAMPLES SOLELY FOR USE IN TAKING ORDERS FOR MERCHANDISE - HTSUS 9813.00.20
- B. VEHICLES AND CRAFT OR NONRESIDENTS FOR RACES OR OTHER CONTESTS - HTSUS 9813.00.35
- C. PROFESSIONAL EQUIPMENT, TOOLS OF TRADE OF NONRESIDENTS FOR OWN USE - HTSUS 9813.00.50
- D. ANIMALS AND POULTRY FOR EXHIBITION OR COMPETITION - HTSUS 9813.00.60
- E. VEHICLES, BOATS & AIRCRAFT BROUGHT FOR REPAIRS OR ALTERATIONS - HTSUS 9813.00.05

I, RAMON ROMO DIMAS of ESCALERSA DE ROMOS AGSI

(Print Name)

(Address)

declare that the following articles covered by this entry are being imported for the use of owner above for the purpose of: A, B, C, D, E. (circle one).

<u>MARKS & NUMBERS</u>	<u>DESCRIPTION OF MERCHANDISE</u>	<u>ITEM NUMBER</u>	<u>RATE</u>	<u>VALUE</u>
<u>AS ADDR.</u>	<u>1 LOT W/LIGHTING AND</u>	<u>AS PER</u>		
	<u>SOUND EQUIPMENT</u>	<u>LIST ATTACHED</u>	<u>7%</u>	<u>\$73,625.0</u>

(Attach additional sheets or invoices if more space is required.)

I declare that these articles are not to be put to any other use, and they are not imported for sale, or sale on approval. I further declare that I will present this form and the articles for examination to a U. S. Customs Officer immediately prior to my departure from the U.S. at LAREDO TEXAS on or about 08/01/94

I will pay as liquidated damages a sum equal to double the estimated duties as determined at the time of entry for items described in A. and C. above, in which case I will pay 110% of such estimated duties should I fail to comply with the foregoing declaration. Estimated duty on the above articles is \$5,153.75. Bond equal to twice the duty, or to 110% of the duty, (to the next whole dollar) is \$5,669.13. In addition, where fraud or culpable negligence is involved, such failure will render me ineligible for the privilege of future importations under these tariff classifications unless formal entry is made with bond supported by surety or cash deposit.

Company name: DISCOS SABINAS SA DE CV

Company address: JUAREZ 109-A OTE
SAN NICOLAS DE LOS GARZAS N.L. MEXICO

(Signature of Importer)

Vehicle Lic. No.: AA27254

Date of Birth: 06/13/57

Citizenship: MEXICO

Released to the importer without surety or cash deposit on bond pursuant to Section 10.31(b), 10.36, and 10.36(a) of the Customs Regulations.



GOBIERNO DEL ESTADO DE AGUASCALIENTES
 DIRECCION GENERAL DE SEGURIDAD PUBLICA
TARJETA DE CIRCULACION
 TRANSPORTE PRIVADO



059670

FOLIO No. **186115**

NOMBRE DEL PROPIETARIO DIMAS DE ROMO MA/ GUADALUPE		FECHA DE NACIMIENTO 00/00/00	MARCA DINA		LINEA CHASIS CABINA 4
DOMICILIO CALLE NUMERO EXT. E INT. ESCALERAS		CP 20400	TELEFONO	NO. DE MOTOR 46803452	CLASE 2
CONOCIDO		MUNICIPIO RINCON DE ROMOS	PLACA ANT. AF5679	PLACA ACT. AA27254	COLOR BLANCO
Poblacion RINCON DE ROMO		Municipio RINCON DE ROMOS	NO. DE SERIE 16873628C1	No. DE REG. FED DE VEHICULOS	
Color BLANCO	Cilindros 6	Cm. CUB. 3	PTS. 2	CVE. VEH. J132	No. DE CALCOMANIA DE LEGALIZACION
Lugar de Expedicion RINCON DE ROMOS		Fecha de Expedicion 94/03/30	Categoria CAM.	Mov.	Origen NAL.
Placas AA27254	Lic. LIC. JOSE PADILLA CAMBERO		Uso 33	Capacidad 8000 KGS	Combust. 3
EL DIRECTOR GRAL. DE S. P. Y. V.			Vigencia A#0 1994		

ESTA ES VALIDA SI LLEVA ADHERIDO EL RECIBO DE PAGO FIRMADO Y SELLADO POR EL CAJERO



GOBIERNO DEL ESTADO DE AGUASCALIENTES
 SECRETARIA DE FINANZAS
 MANIFESTACION DE LOS IMPUESTOS SOBRE TENENCIA, Y ADQUISICION DE
 VEHICULOS DE MOTOR, Y DERECHOS DE SEGURIDAD PUBLICA Y VIALIDAD



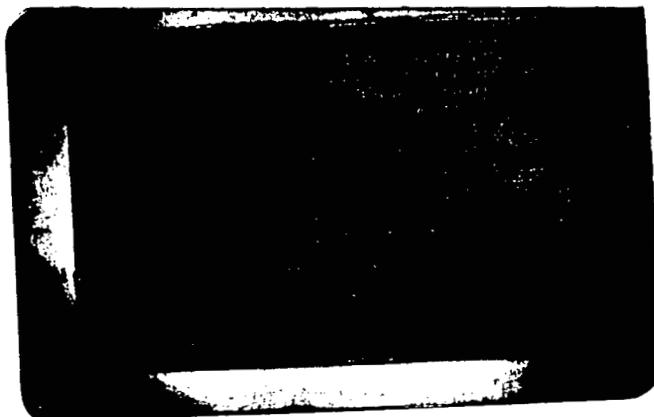
059670

FOLIO No. **186115**

NOMBRE DEL PROPIETARIO DIMAS DE ROMO MA/ GUADALUPE		PLACA ANT. AF5679	PLACA ACT. AA27254	COLOR BLANCO
RFC	FECHA DE NACIMIENTO 00/00/00	MARCA DINA	LINEA CHASIS CABINA	
DOMICILIO CALLE NUMERO EXT. E INT. ESCALERAS		NO. DE MOTOR 46803452		
COLOA CONOCIDO	CP 20400	NO. DE SERIE 16873628C1	CVE. VEH. J132	
Poblacion RINCON DE ROMO	Municipio RINCON DE ROMOS	R.F.V.	Cilindros 6	
Modelo: Clase: Tipo 9112 50	Ptas 2	Serv 1	Comb 3	Cm. CUB. 3
Capacidad 8000 KGS		No. DE CALCOMANIA DE LEGALIZACION		Origen NAL.
CONCEPTO TENENCIA 94		CUENTA CONTABLE 301030101		IMPORTE 453.00
CONTROL VEHICULAR 94		402010502		33.00
FRMA DE CONFORMIDAD		TOTAL 1993		486.00
AGUASCALIENTES, AGS. A 30 DE MARZO DE 19 94		CAP. GEN / COB		CLG



ORIGINAL PARA EL CONTRIBUYENTE



TEXAS AUTOMOBILE LIABILITY INSURANCE

Company Number Company
1-800-843-3316 American States
Policy Number Effective Date Expiration Date
AS32569 10-29-93 10-29-94
Year Make-Model Vehicle Identification Number
91 Dina Truck 46803452
Agency-Company Issuing Card
Roger Jimenez
1616 San Pedro
San Antonio, Tx., 78212 (210) 735-5060
Insured

┌ Ramon Romo Dimas
1300 Bander a
└ San Antonio, Tx., 78228

Coverage Meets Minimum Liability Insurance Prescribed By Law
KEEP THIS CARD IN YOUR VEHICLE

**INFORMATION SUBMITTED IN SUPPORT OF
THE UTAH POSITION THAT THE FEDERAL
MOTOR CARRIER SAFETY REGULATIONS
391.11(b)(2) SHOULD REMAIN UNCHANGED**

EXHIBIT NUMBER 21

Location: Echo POE (near Evanston, WY)

Date: March 6, 1994

INCIDENT REPORT

AGENT:TODD WEAKLEND BADGE NO: 50A69 P.O.E.:ECHO 10

TYPE OF INCIDENT:NON ENGLISH SPEAKING DRIVERS

DATE & TIME:3-6-94 @ 2240HRS LOCATION OF INCIDENT:ECHO P.O.E.

ON 3-6-94 AT 2240HRS TWO DRIVERS THAT DRIVE FOR JOHN PASNICK FROM CHICAGO IL. WAS STOPPED DURING A LOG BOOK CHECK NEITHER ONE OF THE DRIVERS COULD SPEAK OR UNDERSTAND ENGLISH ENOUGH TO COMMUNICATE WITH US AT PORT OF ENTRY.WE HAD TO CONTACT THE COMPANY INORDER TO COMMUNICATE WITH DRIVERS. DRIVER WAS CITED FOR FALSIFICATION OF LOG BOOK 395.8A.

ONE WEEK LATER ON SUNDAY 3-13-94 M.N.X. CAME IN AND SAID THEY SUSPECTED THE T.M.E. TRUCK WAS DRINKING AND DRIVING. BECAUSE THEY WERE ALL OVER THE ROAD.

WE STOPPED THE TRUCK TO SEE IF THEY WERE D.U.I.. IT WAS THE SAME TWO DRIVERS THAT I CITED ONE WEEK BEFORE. THEY WERE NOT DRUNK BUT THEY STILL COULDN'T UNDERSTAND OR SPEAK ENGLISH CLEARLY.

SIGNATURE Todd Weakland DATE 3-16-94

C, + No 010862
 OOS No 003358
 Warning No 14898

GEORGE H. RYAN SECRETARY OF STATE
 NUMBER EXPIRES

CDL



SEX BIRTH
 HT TYPE
 WT CLASS EDR HTT
 EYES REST
 ISSUED

GEORGE H. RYAN SECRETARY OF STATE
 NUMBER 8342-5404-7245
 MARIAN SZYDLOWSKI
 2531 N LOTUS
 CHICAGO ILL 60639
 SS# 343-68-2847
 HT 5 08 WT 160 SEX M Y
 ISSUED 02-22-94 CLASS A TYPE C-CDL
 314EV8362
 MARIAN SZYDLOWSKI
 00098000

RESIDENT ALIEN

U.S. Department of Justice - Immigration and Naturalization Service

T CHEPRATSKAS, LIOUTAOURAS



NAME
 10 25 51
 DOB
 A071545017
 ALIEN NUMBER
 04 23 95
 CARD EXPIRES
L. Egan



RESIDENT ALIEN

U.S. Department of Justice - Immigration and Naturalization Service

SZYDLOWSKI, MARIAN



NAME
 08 28 47
 DOB
 A071297383
 ALIEN NUMBER
 09 17 00
 CARD EXPIRES



Marian Szydowski

MOTOR CARRIER
 MEDICAL EXAMINER'S CERTIFICATE
 I certify that I have examined Szydowski, Marian
 (Driver's Name - Print)
 in accordance with the Federal Motor Carrier Safety Regulations (49 CFR 391.41 - 391.49) and with
 knowledge of this driver, find him/her qualified under the regulations.
 Qualified only when wearing a hearing aid
 Only when wearing corrective lenses
 Medically unqualified unless driving within an exempt intracity zone
 A completed examination form for this person is on file in my office at
 4940 S. Cicero
 (Address)
 Dr. P. S. Mervic
 (Name of Examining Health Care Professional - Print)
 086.011758
 (License or Certification No.)
 (Title)
 Mervic, P. S.
 (Signature of Examining Health Care Professional)
 2531 N. Lotus
 Chicago Ill. 60639
 (Address of Driver)
 Copyright 1979 & published by J. Keller & Associates, Inc., Meadway, Waukegan 54987 0038
 (REV. 9-90)

Was Doing Log Book check
 Driver came in to port and I asked for Driver Lic, Bills, mod card
 Driver could Not understand English His Co Driver filled out
 Drivers log Book (Falsification of log) Bills did not indicate
 what they were hauling Had expired IFTA, No Single state Req. PSC
 Driver was cited for ~~the~~ Falsification of log Book and placed OOS for 8hrs
 Notified Co. and explained problem to them and Co said they new
 they were not supost to fill out each others log Book

P 120706 05/17/93 03/31/94

1XKAD05X4P8585785

93 KW

HAUL FOR HIRE

80000 1

JOHN PASNICK

1255 SANDBURG TER 1904
CHICAGO

IL 60610

FOLD

FIRM # 15207 FLEET # 1 LICENSE # P 120706

IL WEIGHT 80000

VEHICLE DESCRIBED HEREIN HAS BEEN PROPORTIONALLY
BETWEEN THE STATE OF ILLINOIS
AND OTHER JURISDICTIONS SHOWN BELOW

AL	80000	AR	80000	AZ	80000	CA
CO	80000	CT	80000	FL	80000	GA
IA	80000	ID	80000	IN	80000	KS
KY	80000	LA	80000	MD	80000	ME
MI	80000	MN	80000	MO	80000	MS
MT	46000	NC	80000	ND	80000	NE
NH	80000	NM	80000	NV	80000	NY
OH	80000	OK	80000	OR	80000	PA
SC	80000	SD	80000	TN	80000	TX
UT	80000	VA	80000	VT	80000	WA
WI	80000	WV	80000	WY	80000	**
**	*****	**	*****	**	*****	**

FOLD

4898

John Pasnick 101

WARNING NOTICE

ISSUED BY

UTAH DEPARTMENT OF TRANSPORTATION

STATE OF UTAH



This is not a summons to appear in Court. It is a friendly contact by the Department of Transportation regarding improper driving or the mechanical condition of your vehicle. The Department of Transportation requests your cooperation in decreasing the number of motor vehicle accidents on the highways of our state by obeying all traffic regulations and maintaining your vehicle in safe mechanical condition.

NAME (LAST)	(FIRST)	(MIDDLE)	DOB	(M) F
Liontaouras	Tchepratskas		10 25 51	
ADDRESS	(CITY)	(STATE)	ZIP	
5437 W Leland	Chicago	IL	60630	
DRIVER LICENSE NO	STATE	VEHICLE LICENSE NO.	STATE	EXPIRES
T 216 5205 1304	IL	P 120 706	IL	3 31 94
VEHICLE COLOR	VEHICLE YEAR	VEHICLE MAKE	TYPE	DIRECTION
	93	KW	Conv	N S E (W)

DATE, TIME & LOCATION OF OCCURRENCE:

ON THE 6 DAY OF March, 19 94 MILITARY TIME 2240

LOCATION Echo POE COUNTY Summit SR 80 MILEPOST 197

— VIOLATIONS —

Speed 55 MPH Other

Impeding traffic Fail to stop—sign or light Improper backing

Right of way Fail to stop RR signal Lights, head, tail, other

Following too closely Fail to obey school bus signal Left lane

Driving on wrong side Fail to dim lights Seat Belt Violations

Improper lane travel Defective brakes Equipment

Cross divider or barrier Haz. equip. viol. Parking

Improper passing Pedestrian violation Oversize violation

Fail or imp. signal Bicycle violation Overweight violation

Improper turning Wrong way one-way road Littering highway

Other (Specify) Can Not Understand English

"SAFE TODAY - ALIVE TOMORROW."

BADGE	SECTION	DISTRICT
<u>Weekend</u>	<u>50 A 69</u>	<u>13</u>
		<u>C</u>

Bail # 500.00

COMMERCIAL VEHICLE INFORMATION	UTAH DEPARTMENT OF TRANSPORTATION		CASE NO.
COMPANY	UNIFORM CITATION OR INFORMATION AND NOTICE TO APPEAR		CITATION NO. B010682
UNIT #	Name (Last) (First) (Middle)	Phone	
CITY STATE	Tchepratskas Liontaouras		
HAZMAT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> GVW	Address (City) (State) (Zip)	5437 W Leland Chicago IL 60630	
STATE OF UTAH	Place of Birth	DOB	Social Security Number
COUNTY OF		10 25 51	587 17 1670
CITY OF	Driver License No	State	Vehicle License No
	T 216 5205 1304	IL	P 120 706
THE DEFENDANT IS HEREBY GIVEN NOTICE TO APPEAR IN:	Picture ID	Vehicle Color	Vehicle Year
COURT OF	X Yes	Red	93
COATED AT	Vehicle Make	Vehicle Type	Model
	KW	TR	Conv
	THE ABOVE NAMED DEFENDANT IS CHARGED WITH VIOLATING:		Code #
	UT CO CY		395.8A
	X		Misd. Cit. X
	Location		Mile Post No.
	Echo POE		197
	Date	Military Time	Speeding
	6 11 94	2240	in 3 zone
	WITHOUT ADMITTING GUILT, I PROMISE TO APPEAR AS DIRECTED HEREIN		
	SIGNATURE X <u>[Signature]</u>		
	I CERTIFY THAT COPY OF THIS CITATION OR INFORMATION WAS DULY SERVED UPON THE DEFENDANT ACCORDING TO LAW ON THE ABOVE DATE AND I KNOW OR BELIEVE AND SO ALLEGE THAT THE ABOVE NAMED DEFENDANT DID COMMIT THE OFFENSE HEREIN SET FORTH CONTRARY TO LAW. I FURTHER CERTIFY THAT THE COURT TO WHICH THE DEFENDANT HAS BEEN DIRECTED TO APPEAR IS THE PROPER COURT PURSUANT TO SECTION 77-7-19.		
	OFFICER / AGENT	ID #	
	<u>Weekend</u>	<u>50 A 69</u>	
	COMPLAINANT	ID #	
	DATE	19	
	<u>6 11 94</u>	<u>94</u>	
	DEPT COPY	Date Sent to DLD	Docket No.

**INFORMATION SUBMITTED IN SUPPORT OF
THE UTAH POSITION THAT THE FEDERAL
MOTOR CARRIER SAFETY REGULATIONS
391.11(b)(2) SHOULD REMAIN UNCHANGED**

EXHIBIT NUMBER 22

Location: Echo POE (near Evanston, WY)

Date: March 15, 1994

INCIDENT REPORT

Agent Trussell, Richard E. Badge No. 50A70 P.O.E. Echo 10

Type of Incident Non English speaking driver Time & date 1500 hrs

03-15-94 Location of Incident ECHO P.O.E M/M 197

On March 3 1994 at 1500hrs Mr. Martinez came into the Echo P.O.E and handed me his permit book. After inspecting his permits, I noticed that he was missing his fuel permit and single state registration. I had asked Mr. Martinez what he was hauling and how long his two trailers were from box to box. Mr. Martinez replied in spanish. I then realized he did not speak any English, so I had to draw him a picture of his vehicle, so that he could understand what I was saying. After a few minutes of trying to make him understand me, I finally got him to call his company.

Miss Maria Garcia, called me from Huracanes inc., and interpreted the conversation to Mr. Martinez, she was very helpful in resolving the situation. She said,"If there were any more problems to contact her at 1-800-848-9520." I then took copies of his registration, Drivers License and his Resident Alien card. After talking with Miss Garcia, I realized that all he needed was a Utah fuel permit. Mr. Martinez was hauling for a private company and didn't need a single state registration permit.

SIGNATURE



DATE

3-15-94

IF THIS VEHICLE HAS BEEN PROPORTIONALLY REGISTERED BETWEEN THE STATE OF NEW MEXICO AND OTHER JURISDICTIONS THEY ARE INDICATED BELOW.



NEW MEXICO

22763



1993 REGISTRATION CAB CARD

AZ080 WA080 *****
 CAQL WY080 *****
 CO080 *****
 ID080 *****
 IA080 *****
 KS080 *****
 MN080 *****
 MO080 *****
 NE080 *****
 OK080 *****
 OR080 *****
 SD080 *****
 TX080 *****
 UT080 *****

CAB CARD NO.	UNIT NO.	VEHICLE SERIAL NUMBER	
	000001	1XP9DB9X5(FP181487)	
YEAR/MAKE	N.M. LICENSE NO.	REGISTRATION TYPE	BASE STATE
85 PTRB	RB0335	APPORTIONED	NM
ACCOUNT NO.	FUEL	GROSS WEIGHT	DATE ISSUED
626176	D	80000	03/22/93

HURACANES INC
 RT 2 BOX 134 A

PORTALES NM
 88130

PLEASE READ REVERSE SIDE FOR ADDITIONAL INFORMATION

MVD-10332 6/92

ANY APPORTIONED WEIGHT LIMITS INDICATED ABOVE ARE IN THOUSANDS OF POUNDS.



IF GROSS WEIGHT BLOCK ABOVE SHOWS OVER 26,000 LBS. A NEW MEXICO 1993 FUEL PERMIT AND TAX CARD IN ADDITION TO THIS CAB CARD MUST ALSO BE AVAILABLE FOR INSPECTION BY STATE AND LOCAL OFFICIALS.



**INFORMATION SUBMITTED IN SUPPORT OF
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MOTOR CARRIER SAFETY REGULATIONS
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EXHIBIT NUMBER 23

Location: Echo POE (near Evanston, WY)

Date: November 29, 1995

By the Name

PORTS OF ENTRY

"INCIDENT REPORT"

INSTRUCTIONS: PLEASE FILE WRITTEN REPORT WITHIN ONE HOUR OF INCIDENT. PLACE IT ON IMMEDIATE SUPERVISOR DESK IN A MANILLA ENVELOPE.

TO: RICHARD TRUSSELL P.O.E. SUPV. DATE: 11-29-95

FROM: Bonnie Stevens INCIDENT DATE: 11-29-95

DIVISION: PORT OF ENTRY INCIDENT LOCATION: ECHO P.O.E.

TYPE: Non English Speaking Driver.

IF INCIDENT HAS INJURIES() PROPERTY DMG() HAZMAT SPILL() YOU WILL NEED TO FILL OUT PG. 4 OF 4

DRIVER INFORMATION

NAME: Andrzej Zawadzki CDL# 232320-0005-0046

STATE: Chicago, IL SSN# 046-92-9099

ADDRESS: 7534 W Oconto Ave Chicago, IL 60631
CITY STATE ZIP

PHONE# (800)334-3407

COMPANY INFORMATION

CO. NAME JKC. Trucking PHONE# (800)334-3407

ADDRESS 136 Forest Trail Oak Brook, Ill 60521
CITY STATE ZIP

VEHICLE TYPE: ~~Tractor~~ Tractor Trailer
MAKE: 94 MODEL: Con YEAR: RW COLOR: Maroon

CONTACT PERSON AT COMPANY

WITNESS(ES)

NAME DALEY SAFF ADDRESS ELANSTON WY
CITY STATE ZIP

PHONE# (307)789-8890

WITNESS(ES)

NAME _____ ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE#() - _____

INVESTIGATING AGENT'S NAME: _____ BDG# _____

WAS CITATION ISSUED YES() NO() CITATION# Warning

BRIEF SUMMARY OF WHAT HAPPENED:

50A51- DRIVER was signaled to stop on scale. DRIVER proceeded thru stop light without stopping. The reason the DRIVER was signaled to stop was to allow a pedestrian to walk across. It was later found out that the DRIVER did not understand traffic signals and could not communicate. Without having the co-DRIVER interpret what questions were being asked.

50A40 I observed ~~drive~~ a white car stop across from scales. An elderly gentleman came in and asked how to get turned around to go back to Evanston. I gave him directions. When he left to go back across to his car, Agent Dalley put the red light on for traffic to stop. I observed a tractor trailer coming. He disobeyed traffic light as the gentleman was trying to cross back to his car. He stepped back to avoid being hit. Agent Dalley pulled him in. As she was not by the part when they first came, it asked for permits ect. The driver could not speak English. His co-driver had to interpret for him. I issued warning.

Amanda Dalley 50A51 Bonnie Stevens 50A40
11-29-95 SIGNATURE DATE

NOTE: WHEN STATE PROPERTY IS DAMAGED, NOTIFY DISTRICT SAFETY/LOSS CONTROL.

PROPERTY DAMAGE

DESCRIBE: _____

HAZMAT SPILLS

NOTIFY: UHP HAZMAT RESPONSE TEAM THROUGH DISPATCH.
CHEMTREC 1-800-424-9300
SUPERVISOR (307)789-2956

IDENTIFY CHEMICAL: NAME _____ USDOT# _____

AMOUNT (GAL/LBS) RELEASED: _____

EMPLOYEES INVOLVED: _____

APPARENT ENVIRONMENTAL DAMAGE

DESCRIBE: _____

ACKNOWLEDGEMENT

PHOTOGRAPHS ATTACHED YES (✓) NO ()

P.O.E. SUPERVISOR: *Richard K. Smith* DATE: 11/20/95
SIGNATURE

OFFICE OF LOSS CONTROL: _____ DATE: _____
(801)965-4338 SIGNATURE

CC: KIRK WALDRON, PORTS OF ENTRY MANAGER
CC: LOSS CONTROL, IF APPLICABLE

CDL

GEORGE H. RYAN SECRETARY OF STATE
 3220-0005-0046

ANDRZEJ ZAWADZKI
 7534 N OCCONTO AVE
 CHICAGO IL 60631
 888 046-82-9099

**LA GRANGE MEDICAL CENTER
 MEDICAL EXAMINER'S CERTIFICATE**

LA GRANGE MEDICAL CENTER
 3503 WEST 47th Street
 CHICAGO, IL 60631

ANDRZEJ ZAWADZKI
 (Driver's name (Print))

Signature of Driver: *Andrzej Zawadzki*
 (Signature)

CK Patel, M.D.
 (Medical Examiner (Print Name and Title))
 708-352-0330
 (Area Code/Phone No.)
 36-052887
 (License/Certificate No.)
 Illinois
 (State)

Expiration date of certificate: **MAR 31 1997**

Illinois
 (State)

ILLINOIS APPORTIONMENT IDENTIFICATION CARD

FIRM # 4014 FLEET # 2 LICENSE # P 141340

UNIT # 381 FUEL TYPE TT D HAUL FOR HIRE

V.I.N. 1XKADR9X5RJ623512

DATE ISSUED 02/28/95 LICENSE EXPIRES 03/31/96

YEAR 94 MAKE KENW WEIGHT GR # 8000 SUPP # 0

LESSOR NAME

FIRM # 4014 FLEET # 2 LICENSE # P 141340

IL WEIGHT 8000

VEHICLE DESCRIBED HEREIN HAS BEEN PROPORTIONALLY REGISTERED BETWEEN THE STATE OF ILLINOIS AND OTHER JURISDICTIONS SHOWN BELOW ALL WEIGHTS ARE SHOWN IN POUNDS

AL	80000	AR	80000	AZ	80000	CA	80000	QUAL
CO	80000	FL	80000	GA	80000	IA	80000	80000
ID	80000	IN	80000	KS	80000	KY	80000	80000
LA	80000	MI	80000	MO	80000	ND	80000	80000
MS	80000	MT	80000	NC	80000	NV	80000	80000
NE	80000	NM	80000	PA	80000	SD	80000	80000
NH	80000	OR	80000	TX	80000	UT	80000	80000
NJ	80000	RI	80000	VA	80000	WY	80000	80000
NM	80000	WV	80000	80000	80000	80000	80000	80000
NY	80000	80000	80000	80000	80000	80000	80000	80000
OH	80000	80000	80000	80000	80000	80000	80000	80000
OK	80000	80000	80000	80000	80000	80000	80000	80000
OR	80000	80000	80000	80000	80000	80000	80000	80000
PA	80000	80000	80000	80000	80000	80000	80000	80000
PB	80000	80000	80000	80000	80000	80000	80000	80000



GEORGE H. RYAN
 SECRETARY OF STATE
 STATE OF ILLINOIS

J K C TRUCKING INC
 136 FUREST TRAIL
 OAK BROOK IL 60521

GEORGE H. RYAN SECRETARY OF STATE

2320-0005-0046

ANDRZEJ ZAWADZKI
7534 N OCONTO AVE
CHICAGO IL 60631

SS# 046-92-9099

HT 6 02 WT 190 SEX M HAIR N EYES BROWN
CLASS C-CDL PTX
314EV0306

Andrzej Zawadzki

0852-1728

CDL



190

ILLINOIS

2-320-0005-00

**INFORMATION SUBMITTED IN SUPPORT OF
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MOTOR CARRIER SAFETY REGULATIONS
391.11(b)(2) SHOULD REMAIN UNCHANGED**

EXHIBIT NUMBER 24

Location: Echo POE (near Evanston, WY)

Date: January 31, 1997

INCIDENT REPORT ATTACHMENT

Unqualified Driver/No medical card

At approximately 1832 a dark blue tractor and trailer proceeded across the scale, I used the directional light to have the truck stop to be weighed on each axle the truck proceeded thru the red light I then got on the intercom and said "stop", the truck stopped abruptly I then put the "Back Up" light on the truck began to back up and stopped on the scale. I weighed the trucks steering axle and noticed a passenger inside the cab. I then directed the driver to come into the port. When the driver and the passenger came in the port the passenger was carrying all the paper work. I asked him why the driver wasn't carrying the paperwork, and he said it was because the driver could not understand very good English. When I asked the driver for his drivers license and medical card he did not understand, the passenger tried to make him understand him and was also having a difficult time. The passenger stated that he had been filling out the log book because the driver could not do it. The passenger also said that he had been helping the driver with misc things thru the whole trip. I asked the driver to come over to the window and tell me what the green light meant and he could not answer, he could only put his hands on his head, the same reaction when I asked him what a red light meant. At that time I explained to the passenger that the driver was being placed out of service because he was not a qualified driver. I also told him he would have to get a licensed CDL driver to take the truck to Odgen, He then informed me the load was lions and tigers en route to Odgen for the Circus. I contacted Supervisor Brenda Hennefer with the information, she suggested to write 2 simple sentences for him to read the sentences were "Today Is Friday and The Cat Is Black", he could not read the 1st one and only half of the second one without talking in Spanish. We both determined that we could not let the driver proceed down the road. The passenger contacted the company and was unable to get hold of anyone, as instructed by Brenda I contacted the company and spoke with Patsy Gordon(Owner) I informed her of the situation and she advised me that Ricardo was just doing this as a favor. Patsy was more concerned about getting the cats to Ogden than anything else. I informed her that we would do all we could at this end to find a driver and she said she would try her people as they were en route to Ogden and she had no way of getting hold of them unless they called her. I contacted Evanston P.O.E. to see if they would put out the word to the drivers, and also called flying J with the came info. Patsy called back stating that she had a driver on the phone that was only four miles away and could take the truck to Ogden. He was an employee, I informed her that bail needed to be posted before they left and she said it would be taken care of. Didier Antonio Giraldo was the replacement driver he spoke fluent Spanish and explained the out of service and citation to Ricardo They all left with everything in order at 2045.


L. Dalley 50A44 Echo P.O.E.

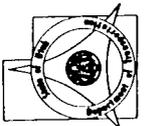
Today IS Friday

The Cat is Black

Red ~~STAP.~~

Green ~~PLACE.~~

COMPLAINANT	JAN 31	ID #	917
DATE			
DEPT. COPY	Date Sent to DLD	Docket No.	
			RIGHT INDEX

UTAH DEPARTMENT OF TRANSPORTATION PORTS OF ENTRY DIVISION 		NAME OF MOTOR CARRIER Jordan Pro Inc	<input checked="" type="checkbox"/> OWNED <input type="checkbox"/> LEASED	CARRIER CODE
DRIVER/EQUIPMENT COMPLIANCE CHECK UT P 005032		PRINCIPAL OFFICE STREET ADDRESS 2923 Walnut St	PERMIT PULLED? <input type="checkbox"/> N/A	ZIP CODE 75401
DATE OF THE INSPECTION (MO/DA/YR) 1-31-97		CITY Greenville	STATE TX	LICENSE STATE TX
MILITARY TIME (HR:MIN) 1845		DRIVER INFORMATION: D.L. NO. 12446086	VIOLATIONS DISCOVERED: Non English Speaking	FIRST NAME Ramirez
LOCATION OF INSPECTION Echo P.O.E #10		LAST NAME Ramirez	UNIT 44	D.O.B. 12-13-44
OUT OF SERVICE NOTICE: THIS <input checked="" type="checkbox"/> DRIVER		RULE OR STATUTE 383.23(1) YES 016859	IS OUT OF SERVICE UNTIL: Qualimid Devur	CARRIER NOTIFICATION BY: <input checked="" type="checkbox"/> OFFICER <input checked="" type="checkbox"/> DRIVER
REPORT PREPARED BY NAME: Dahlen		REPORT RECEIVED BY NAME: [Signature]	BADGE NO.: 5044	[Signature]

**INFORMATION SUBMITTED IN SUPPORT OF
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EXHIBIT NUMBER 25

Location: Peerless POE (near Helper, UT)

Date: July 7, 1997

Incident Report

Agent: Dennis D Karren

Badge #: 50A42

POE: Peerless

Type of Incident: NON-ENGLISH SPEAKING DRIVER

Time and Date of Incident: 07/07/97 08:03 hrs

Citation #: C90000531

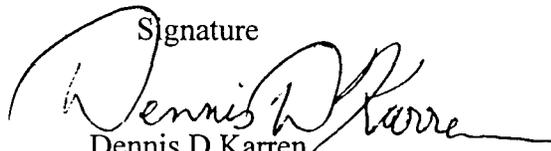
Location of Incident: PEERLESS POE

Narration:

Driver: Arellano Segundo Seminario.. Driver license #: 843583377 Oklahoma
Company: Carson & Barnes Circus, East Kirk Rd. Hugo, Ok. 74743.

Driver Arellano Seminario ran port of entry east bound along with one other truck from the same company. Officer George Zamatakis 3R3 Helper City P.D. stopped both trucks and returned them to the port. Driver Arellano Seminario could not speak or understand any English, the driver of the other truck did not speak any Spanish. I stopped several trucks from the same company before finding a driver that was able to translate for Arellano. A co-driver was taken off another Carson and Barnes truck and allowed to take the truck and Arellano in to Price. I instructed the head mechanic for Carson and Barnes that Arellano either needed to learn to speak English well enough to communicate or there needed to be a CDL qualified driver with Arellano at all times that could translate for Arellano and Law Enforcement Personnel. There were a total of five(5) units belonging to this same company that ran the port of entry. The Utah Highway Patrol and Helper City Police Department were able to stop and return three(3) of these five units to Peerless P.O.E.

Signature



Dennis D Karren

Date:07/08/97

**INFORMATION SUBMITTED IN SUPPORT OF
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MOTOR CARRIER SAFETY REGULATIONS
391.11(b)(2) SHOULD REMAIN UNCHANGED**

EXHIBIT NUMBER 26

Location: Kanab POE

Date: March 9, 1995

INCIDENT REPORT

DATE AND TIME: 03-09-95

AGENT: Lorena Harlacher 50A55

SUBJECT: Non-English speaking Driver
DRIVER: Francisco, Farias-Garcia

The Driver Named above was called into the Kanab Port of Entry, to check for Utah fuel permit. The driver had a very hard time understanding what I wanted or was saying, at that time Trooper John Davis who speaks spanish interpreted to the driver what was needed. He then asked to call his company for proof of a fuel permit. The company never faxed a permit. I cited the driver for no fuel permit and made him purchase a 96 hour permit. The driver was then released. It wasn't until later that the company sent a copy of the IFTA. Without the help of Trooper Davis it would have been impossible to communicate with this driver.

FRONTERA TRANS. INC

884 5999

P.01



ARIZONA DEPARTMENT OF TRANSPORTATION
MOTOR VEHICLE DIVISION
P.O. BOX 2100, MAIL DROP 527M, PHOENIX, ARIZONA 85001

1995 IFTA FUEL TAX LICENSE

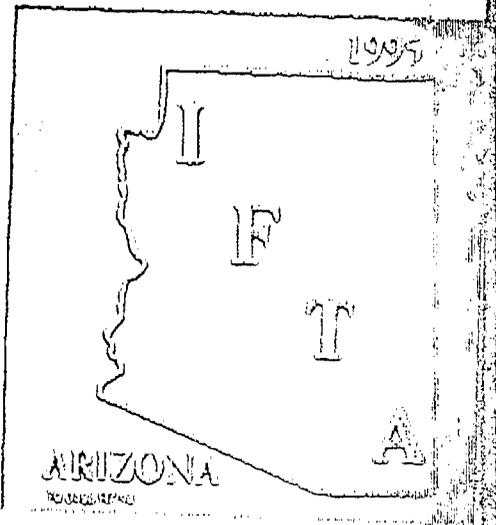
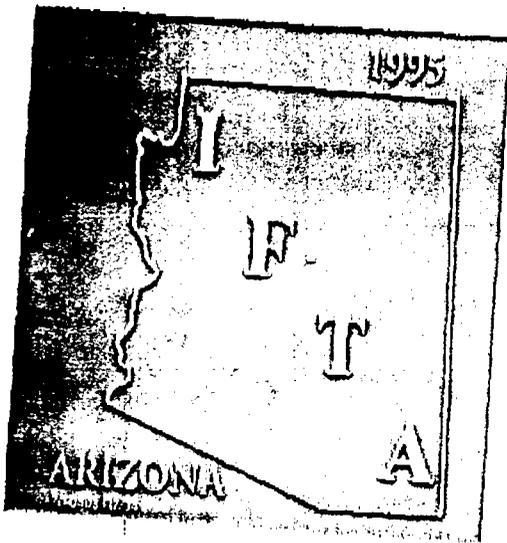
LICENSE NO. AZ860700644

MC#0502569

LICENSEE: LOS CUATES SABROSOS INC
5431 SOUTHERN OAK DR
TUCSON, AZ. 85746

THIS LICENSE IS ISSUED UNDER THE TERMS OF THE
INTERNATIONAL FUEL TAX AGREEMENT AND IS VALID
FOR VEHICLES OPERATED BY THE LICENSEE IN ALL
IFTA JURISDICTIONS.

NON-TRANSFERABLE, EXPIRES DECEMBER 31, 1995 A COPY OF THIS LICENSE MUST BE CARRIED IN EACH MOTOR VEHICLE.
70-0003 RA/54



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391.11(b)(2) SHOULD REMAIN UNCHANGED**

EXHIBIT NUMBER 27

Location: 12100 South I-15, Salt Lake County

Date: January 27, 1995

INCIDENT REPORT

Date of Incident	January 27, 1995
Date of Report	January 27, 1995
Type of Incident	Non-English speaking driver
Officer Reporting	Trooper Andrew Soderborg
Section	13
District	17

I Summary

I was called by Trooper Terry J. Woodward (467) to look at a tractor/trailer which had three flat tires. The rig was located at 12100 South I-15 North bound at 0815 hrs. I found that the driver spoke very little English.

II Details

I inspected the tractor/trailer and the paper work which he had. We had a difficult time getting through the inspection because the driver didn't understand that the brakes had to be released and I had to show him each item to be inspected. A copy of the inspection is attached.

Each time I would ask him something new he would repeat that he didn't understand English. When I completed the inspection I left the driver with his unit at the side of the road with Trooper Woodward waiting for the tire repair unit.

447

CVSA NUMBER UT B19228	NAME OF MOTOR CARRIER Los Cuales Sabrosas Inc (OWNED/LEASED)
UTAH HIGHWAY PATROL MOTOR CARRIER SECTION DRIVER EQUIPMENT COMPLIANCE CHECK	PRINCIPAL OFFICE STREET ADDRESS 5431 Southway
CITY Tucson	STATE Arizona
ZIP CODE 85713	
USDOT NUMBER 461696	ICC NUMBER MC24217
DRIVER INFORMATION MED CARD 1-15-96 D.L.# 601659142 LICENSE STATE Arizona	
SHIPPING PAPER #	EXP. DATE
LAST NAME Farias	FIRST NAME Francisco
	M.I. G D.O.B. 9/26/54

ORIGIN CITY STATE San Ysidro Calif	DESCRIPTION OF EACH UNIT 1) TT TR POWER UNIT # 8704 MAKE Peterbilt YEAR 1987 LICENSE # 38AS64 STATE AZ MC _____ STICKER # _____	ENTER CODE(S) FOR ALL HAZARDOUS MATERIALS A - EX A H - COR O - IRRIT B - EX B I - OXI P - ORM C - EX C J - POI A Q - HAZ WST D - FL K - POI B R - ETIO AGT E - FS L - COMB S - BLAST AGT F - FLG M - RAM T - CRYOGENICS G - NFG N - ORGB Z - OTHER
DESTINATION CITY STATE Ogden ut	2) ST FT 1ST TOWED UNIT # 8724 MAKE Dodge YEAR 1987 LICENSE # 069266 STATE AZ MC _____ STICKER # _____	QUANTITY OF HAZARDOUS MATERIAL A - LESS THAN 1000 LB C - OVER 10 TON B - 1001 LB - 10 TON
ACCIDENT? <input checked="" type="checkbox"/> (N)	INSPECTION LEVEL: 1 2 3 4 5	ARE PLACARDS REQUIRED? AFFIXED? Y N Y N
DATE OF INSPECTION 1-22-95	INSPECTION START TIME MILITARY 0820	HAZARDOUS MATERIAL REGISTRATION AND U.N. # 1
LOCATION OF INSPECTION: ROAD 1-15 12100th	3) ST FT 2ND TOWED UNIT # MAKE _____ YEAR _____ LICENSE # _____ STATE _____ MC _____ STICKER # _____	ANY CITATION ISSUED: YES NO #
MILE POST _____ COUNTY S	4) ST FT 3RD TOWED UNIT # MAKE _____ YEAR _____ LICENSE # _____ STATE _____ MC _____ STICKER # _____	
ROADSIDE <input checked="" type="checkbox"/> FIXED <input type="checkbox"/>	COMMODITY CARRIED Motor Vehicles	
CODE FOR TYPE OF TRANSPORT A INTERSTATE CARRIER B - INTRASTATE CARRIER		

DRIVER LOG	DATE: 1-26-95	LOCATION: Fillmore ut
LAST ENTRY:	TIME: 7:30	DUTY STATUS: Driving

RIGHT													
FRONT	AXLE 1	AXLE 2	AXLE 3	AXLE 4	AXLE 5	AXLE 6	AXLE 7	AXLE 8	AXLE 9	AXLE 10	AXLE 11	AXLE 12	
LEFT													

RULE OR STATUTE #	O-O-S	P-O-V	UNIT	VIOLATIONS DISCOVERED
			1	Doesn't speak adequate English
393.24A			1	Right High Beam Headlight out
392.16			1	not wearing seat belt
393.205C			2	1 lug nut missing left Axle # 4
393.205C			2	1 lug nut missing left Axle # 6
393.21F4	✓		2	left Tire Flat Axle # 5
393.21F4	✓		2	left Tire Flat Axle # 6
393.21F4	✓		2	Right Tire Blown Axle # 5
393.205C			2	1 lug nut missing Right Axle # 4

* DRIVER OUT OF SERVICE NOTICE: THIS DRIVER SHALL NOT DRIVE ANY COMMERCIAL MOTOR VEHICLE UNTIL:	CARRIER NOTIFICATION:
	BY: OFFICER DRIVER

* OUT OF SERVICE NOTICE: THIS VEHICLE IS OUT OF SERVICE (IF INDICATED ABOVE) AND SHALL NOT OPERATE UNTIL ALL OUT OF SERVICE VIOLATIONS ARE REPAIRED OR CORRECTED. O-O-S #	REPORT RECEIVED BY: NAME FRANCISCO FARIAS
CERTIFICATION OF "OUT OF SERVICE" DEFECTS REPAIRED: I CERTIFY THAT THE REPAIRS LISTED ON THE "OUT OF SERVICE" STICKERS AFFIXED TO THIS VEHICLE HAVE BEEN REPAIRED PRIOR TO FURTHER OPERATION OF THE VEHICLE.	REPORT PREPARED BY: NAME DD Schuberg NUMBER 13
DATE REPAIRED _____ TIME REPAIRED _____ AM/PM SIGNATURE _____	WHAT TIME DID THE INSPECTION END? MILITARY TIME 0905
NOTE: MOTOR CARRIER ALL DEFECTS NOTED ON THIS AND ANY CONTINUATION SHEETS MUST BE CORRECTED. A RESPONSIBLE COMPANY OFFICIAL CERTIFIES THAT ALL DEFECTS HAVE BEEN CORRECTED. SUPPLIER ALL DEFECTS NOTED ON THIS AND ANY SUPPLEMENTAL SHEETS MUST BE CORRECTED PRIOR TO REDISPATCH OF VEHICLE(S). A RESPONSIBLE COMPANY OFFICIAL CERTIFIES BY SIGNING BELOW THAT ALL DEFECTS HAVE BEEN CORRECTED PRIOR TO REDISPATCH OF VEHICLE(S).	
NAME _____ TITLE _____	DATE _____

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391.11(b)(2) SHOULD REMAIN UNCHANGED**

EXHIBIT NUMBER 28

**Location: Wendover POE and covert re-inspection I-80, Tooele County.
Date: June 22, 1995**

Norm Lindgren
Utah Department of Transportation
Motor Carrier

Mr. Lindgren:

Please find enclosed a copy of Utah Highway Patrol inspection reports #B03528 and #D-005672. These reports involved a driver Mr. Zbigniew Wronka of Polo Transportation in Chicago, Illinois. As indicated on the inspection report Mr. Wronka was unable to communicate sufficiently in the English language. Driver Wronka was placed out-of-service for a false log book and advised that he must not drive a commercial vehicle for 8 consecutive hours.

At the end of the regular inspection shift and when all inspectors had left the site, Mr. Wronka proceeded to drive his commercial vehicle out of the parking lot eastbound on I-80. Lt. York Schulz and myself were conducting a "Covert" inspection on this driver, we pursued the suspect and stopped him at milepost #7 on I-80, took the appropriate corrective action and escorted the driver back to the Wendover Port of Entry.

His ability to communicate was inadequate and his log book when first observed had been completed in Polish. When he completed the log book in English it was incomplete and falsified in several locations. I have forwarded a copy of the inspection report to Wayne Goudy of FHWA to bring to their attention and coordinate with the proper authorities in Illinois.

Trooper Randy J. West

Utah Highway Patrol

MOTOR CARRIER
STRAIGHT BILL OF LADING
FOR EXEMPT COMMODITIES

P.O. BOX 2162
SALINAS, CA 93902
(408) 424-6448

ATTENTION DRIVER:
DRIVER ACCEPTS AND AGREES WITH THE COUNT OF PACKAGES AS SHOWN ON THIS BILL OF LADING. NO CORRECTION FOR SHORTAGE WILL BE ALLOWED ON ARRIVAL AT DESTINATION.

Original Non-negotiable

RECEIVED from the shipper named herein, the perishable property described below, in good order and condition, except as noted below, marked consigned and destined as indicated below pursuant to an agreement (arranged by the truck broker named herein, if any), whereby the motor carrier shown below, in consideration of the transportation charges to be paid, agrees to carry and deliver said property to the consignee, subject only to the terms and conditions of this contract printed or written on the face and back hereof, which are hereby agreed to by the motor carrier, the shipper, and the truck broker, if any.

Name of Carrier FOLD #14		Shipper's Name And Address MERRILL FARMS, INC. SALINAS, CA 93902	
Consignee: MUST & TABACK INC	P.O. #		
Destination: HUNTS POINT, NY	Date: 6-21-95	Loaded At: Growers Street Cooling	
Stop-off Instructions:	Trainer Lic. #	State IL	Number 66510
	Shipper's No. 23870	Carrier's No.	
		WEIGHT LIMIT	
		APPROX. FT. AVAIL.	
		ACTUAL SPACE	

UNIT	DESCRIPTION OF ARTICLES AND ADDITIONAL REQUIREMENTS
48	FRISCO CAULIFLOWER BLUE 9'S
280	FRISCO CAULIFLOWER 12'S
84	FRISCO GREEN LEAF 24'S
280	FRISCO CELLO LETTUCE CLEAR 30'S
84	FRISCO RED LEAF 24'S
103	FRISCO ROMAINE 24'S
107	FRISCO ROMAINE LINER 24'S

ICEBERG LETTUCE AND/OR SALAD PRODUCTS - LOT INSPECTION I.D. NO
The Iceberg Lettuce and/or salad products identified on this Bill of Lading were inspected and meet the requirements of Title 3, Group 4, California Administrative Code.
MONTEREY COUNTY DEPARTMENT OF AGRICULTURE
Richard W. Nutter, Commissioner

Unless the Shipper is designated to pay shipping charges as hereon provided, the carrier named herein, or its agent, delivers this shipment to the consignee, or its agent, without payment of freight or other lawful charges. The carrier, or its agent, does so without recourse to the Shipper or its agent.

REFRIGERATION INSTRUCTIONS:

MAINTAIN TEMPERATURE RANGE
LOW 33°F / HIGH 36°F

Recorder # 417148

Racks:

Pulp Temperature When Loaded Del'd

Time In 14:11 DS Time Out 17:54 BRN

**PULP TEMPERATURES VERIFIED
AT LOADING TIME BY DRIVER**

Driver *[Signature]*

CONSIGNEE COPY

BY OFFICER *[Signature]*

* OUT OF SERVICE NOTICE: THIS VEHICLE IS OUT OF SERVICE (IF INDICATED ABOVE) AND SHALL NOT OPERATE UNTIL ALL OUT OF SERVICE VIOLATIONS ARE REPAIRED OR CORRECTED. O-O-S #

CERTIFICATION OF "OUT OF SERVICE" DEFECTS REPAIRED: I CERTIFY THAT THE REPAIRS LISTED ON THE "OUT OF SERVICE" STICKERS AFFIXED TO THIS VEHICLE HAVE BEEN REPAIRED PRIOR TO FURTHER OPERATION OF THE VEHICLE.

DATE REPAIRED: _____ TIME REPAIRED: _____ AM _____ PM SIGNATURE: _____

REPORT RECEIVED BY:

NAME *[Signature]*

REPORT PREPARED BY:

NAME *[Signature]* NUMBER 195 ^{13/C}

WHAT TIME DID THE INSPECTION END?

MILITARY TIME: 21:40

NOTE TO MOTOR CARRIER: ALL DEFECTS NOTED ON THIS AND ANY CONTINUATION SHEETS MUST BE CORRECTED. A RESPONSIBLE COMPANY OFFICIAL CERTIFIES THAT ALL DEFECTS HAVE BEEN CORRECTED. NOTE TO MOTOR CARRIER: ALL DEFECTS NOTED ON THIS AND ANY SUPPLEMENT SHEETS MUST BE CORRECTED PRIOR TO REDISPATCH OF VEHICLE(S). A RESPONSIBLE COMPANY OFFICIAL CERTIFIES BY SIGNING BELOW THAT ALL DEFECTS HAVE BEEN CORRECTED PRIOR TO REDISPATCH OF VEHICLE(S)

NAME _____ TITLE: _____ DATE _____

COMPANY/CARRIER (PINK) COPY MUST BE RETURNED WITHIN 15 DAYS TO UDOT OFFICE OF MOTOR CARRIERS, 4501 SOUTH 2700 WEST, SALT LAKE CITY, UTAH 84119.

DRIVER'S DAILY LOG
(ONE CALENDAR DAY - 24 HOURS)

ORIGINAL - File each day at home terminal
DUPLICATE - Driver retains in his possession for eight days

RECAP

21 95

(MONTH) (DAY) (YEAR) (TOTAL MILEAGE TODAY)

I certify these entries are true and correct

VEHICLE NUMBER (SHOW EACH UNIT)

ZBIGNIEW WRODKA
(DRIVER'S SIGNATURE IN FULL)

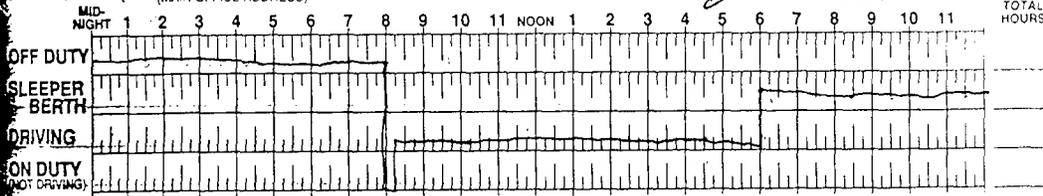
(TOTAL MILES DRIVING TODAY)

(NAME OF CARRIER OR CARRIERS)

(NAME OF CO-DRIVER)

RESMONTIL
(MAIN OFFICE ADDRESS)

Chicago IL
(HOME TERMINAL ADDRESS)



70 HR 8 DAY DRIVERS

A TOTAL HOURS DUTY LAST 7 DAYS INCL TODAY

B TOTAL HOURS AVAILABLE TODAY IN 15 MIN

C TOTAL HOURS DUTY LAST 7 DAYS INCL TODAY

60 HR 7 DAY DRIVERS

A TOTAL HOURS DUTY LAST 7 DAYS INCL TODAY

B TOTAL HOURS AVAILABLE TODAY IN 15 MIN

C TOTAL HOURS DUTY LAST 7 DAYS INCL TODAY

REMARKS

SALLMAS
TRAK STAP
E 151 NoV

Shipping document, manifest number, or name of a shipper and commodity. Check the time and enter name of place you reported and where released from work and when and where each change of duty occurred. Explain excess hours.

FROM: SALLMAS (STARTING POINT OR PLACE) TO: Chicago IL (DESTINATION OR TURN AROUND POINT OR PLACE)

USE TIME STANDARD AT HOME TERMINAL

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BY: OFFICER DRIVER

* OUT OF SERVICE NOTICE: THIS VEHICLE IS OUT OF SERVICE (IF INDICATED ABOVE) AND SHALL NOT OPERATE UNTIL ALL OUT OF SERVICE VIOLATIONS ARE REPAIRED OR CORRECTED. O-O-S #

REPORT RECEIVED BY: NAME: Zbigniew Wrodka

CERTIFICATION OF "OUT OF SERVICE" DEFECTS REPAIRED: I CERTIFY THAT THE REPAIRS LISTED ON THE "OUT OF SERVICE" STICKERS AFFIXED TO THIS VEHICLE HAVE BEEN REPAIRED PRIOR TO FURTHER OPERATION OF THE VEHICLE.

REPORT PREPARED BY: NAME: Z. Wrodka NUMBER: 195 13/2

DATE REPAIRED: TIME REPAIRED: AM PM SIGNATURE:

WHAT TIME DID THE INSPECTION END? MILITARY TIME: 21:40

NOTE TO MOTOR CARRIER: ALL DEFECTS NOTED ON THIS AND ANY CONTINUATION SHEETS MUST BE CORRECTED. A RESPONSIBLE COMPANY OFFICIAL CERTIFIES THAT ALL DEFECTS HAVE BEEN CORRECTED. NOTE TO MOTOR CARRIER: ALL DEFECTS NOTED ON THIS AND ANY SUPPLEMENT SHEETS MUST BE CORRECTED PRIOR TO REDISPATCH OF VEHICLE(S). A RESPONSIBLE COMPANY OFFICIAL CERTIFIES BY SIGNING BELOW THAT ALL DEFECTS HAVE BEEN CORRECTED PRIOR TO REDISPATCH OF VEHICLE(S).

NAME TITLE DATE:

COMPANY/CARRIER (PINK) COPY MUST BE RETURNED WITHIN 15 DAYS TO UDOT OFFICE OF MOTOR CARRIERS, 4501 SOUTH 2700 WEST, SALT LAKE CITY, UTAH 84119.

SA NUMBER: **B03528** NAME OF MOTOR CARRIER: **POLO TRANSPORTATION** OWNED/LEASED: **OWNED**

PRINCIPAL OFFICE STREET ADDRESS: **5211 West Collon**

CITY: **Chicago** STATE: **IL** ZIP CODE: **60641**

UTAH HIGHWAY PATROL MOTOR CARRIER SECTION DRIVER/EQUIPMENT COMPLIANCE CHECK

USDOT NUMBER: **265740** ICC NUMBER: **265760** DRIVER INFORMATION MED CARD: **W 652** LICENSE STATE: **IL**

SHIPPING PAPER # **265740** LAST NAME: **WRANKA** FIRST NAME: **ZBIGNIEW** M.I.: **M** D.O.B.: **7/02/60**

ORIGIN: CITY STATE: **SALINAS, CA.** DESCRIPTION OF EACH UNIT: **1) FT 1R POWER UNIT # 114** ENTER CODE(S) FOR ALL HAZARDOUS MATERIALS:

DESTINATION: CITY STATE: **HUNTS, N.Y.** MAKE: **FRTL** YEAR: **93** LICENSE #: **P184228** STATE: **IL** MC: _____ STICKER #: _____

ACCIDENT? **(N)** INSPECTION LEVEL: **1 2 3 4 5** MAKE: **GRAND PRIX** YEAR: **87** LICENSE #: **16510** STATE: **IL** MC: _____ STICKER #: _____

DATE OF INSPECTION: **6/22/95** INSPECTION START TIME (MILITARY): **20:00** PRODUCT: _____

LOCATION OF INSPECTION: ROAD: **I-80** MILE POST: **7** COUNTY: **(45) Tooele** ROADSIDE FIXED

COMMODITY CARRIED: **(1) Produce** QUANTITY OF HAZARDOUS MATERIAL: A - LESS THAN 1000 LB C - OVER 10 TON

CODE FOR TYPE OF TRANSPORT: **(A) INTERSTATE CARRIER** B - INTRASTATE CARRIER

DRIVER LOG DATE: **6/22/95** LOCATION: **Wendover, UT**

LAST ENTRY: TIME: **19:15** DUTY STATUS: **Driving**

RIGHT	FRONT	LEFT	AXLE 1	AXLE 2	AXLE 3	AXLE 4	AXLE 5	AXLE 6	AXLE 7	AXLE 8	AXLE 9	AXLE 10	AXLE 11	AXLE 12

RULE OR STATUTE #	O-O-S	P-O-V	UNIT	VIOLATIONS DISCOVERED
395.13(d)	X	A	-	Driver violated out-of-service order
				(Had been placed out-of-service until 0245 6/23/95)
395.11				Driver cannot communicate sufficiently in the English language
395.8(E)				Out of service for False log Book several entries Receipt SALINAS, CA BLK shows time over 17:54 hours, log Book at that time shows already Sleeper berth at MM 151, MV approximately 300 miles difference
395.8(F) 11				Log Book not showing total hours
395.8(F) 4				Log Book not showing mileage driven
395.8(F) 12				Log Book not showing Bill clearance number

* DRIVER OUT OF SERVICE NOTICE: THIS DRIVER SHALL NOT DRIVE ANY COMMERCIAL MOTOR VEHICLE UNTIL: _____

CARRIER NOTIFICATION: **USA Vehicle** BY: OFFICER **(DRIVER)**

* OUT OF SERVICE NOTICE: THIS VEHICLE IS OUT OF SERVICE (IF INDICATED ABOVE) AND SHALL NOT OPERATE UNTIL ALL OUT OF SERVICE VIOLATIONS ARE REPAIRED OR CORRECTED. O-O-S # _____

REPORT RECEIVED BY: NAME: **A. Zbigniew Wranka**

REPORT PREPARED BY: NAME: **R. W. [Signature]** NUMBER: **195 13/C**

CERTIFICATION OF "OUT OF SERVICE" DEFECTS REPAIRED: I CERTIFY THAT THE REPAIRS LISTED ON THE "OUT OF SERVICE" STICKERS AFFIXED TO THIS VEHICLE HAVE BEEN REPAIRED PRIOR TO FURTHER OPERATION OF THE VEHICLE.

DATE REPAIRED: _____ TIME REPAIRED: _____ AM/PM SIGNATURE: _____

WHAT TIME DID THE INSPECTION END? MILITARY TIME: **21:40**

NOTE TO MOTOR CARRIER: ALL DEFECTS NOTED ON THIS AND ANY CONTINUATION SHEETS MUST BE CORRECTED. A RESPONSIBLE COMPANY OFFICIAL CERTIFIES THAT ALL DEFECTS HAVE BEEN CORRECTED. NOTE TO MOTOR CARRIER: ALL DEFECTS NOTED ON THIS AND ANY SUPPLEMENT SHEETS MUST BE CORRECTED PRIOR TO REDISPATCH OF VEHICLE(S). A RESPONSIBLE COMPANY OFFICIAL CERTIFIES BY SIGNING BELOW THAT ALL DEFECTS HAVE BEEN CORRECTED PRIOR TO REDISPATCH OF VEHICLE(S).

NAME: _____ TITLE: _____ DATE: _____

CVSA NUMBER UT D-005672		NAME OF MOTOR CARRIER POLO TRANSPORTATION		OWNED LEASED	
UTAH HIGHWAY PATROL MOTOR CARRIER SECTION DRIVER/EQUIPMENT COMPLIANCE CHECK		PRINCIPAL OFFICE STREET ADDRESS 2211 W 2500N			
USDOT NUMBER		SHIP PAPER # 27490		DRIVER INFORMATION MED CARD 7-21-91 D.L. # WV 22-980608 LICENSE STATE WV	
ICC NUMBER 216700		LAST NAME WROOKA		FIRST NAME JOHN W M.I. M	
ORIGIN: CITY STATE SALT LAKE UT		DESCRIPTION OF EACH UNIT		ENTER CODE(S) FOR ALL HAZARDOUS MATERIALS:	
DESTINATION: CITY STATE SLC UT		1) ST FT 1ST TOWED UNIT # 114 MAKE PLYMOUTH YEAR 93 LICENSE # 216700 STATE UT MC _____ STICKER# _____		A - EX A H - COR O - IRRIT B - EX B I - OXI P - ORM C - EX C J - POI A Q - HAZ WST D - FL K - POI B R - ETIO AGT E - FS L - COMB S - BLAST AGT F - FLG M - RAM T - CRYOGENICS G - NFG N - ORGB Z - OTHER	
ACCIDENT? N		INSPECTION LEVEL: 1 2 3 4 5		PRODUCT: _____	
DATE OF INSPECTION 7-22-95		INSPECTION START TIME (MILITARY) 1945		QUANTITY OF HAZARDOUS MATERIAL A - LESS THAN 1000 LB C - OVER 10 TON B - 1001 LB - 10 TON	
LOCATION OF INSPECTION: ROAD: W 2500N		3) ST FT 1ST TOWED UNIT # _____ MAKE _____ YEAR _____ LICENSE # _____ STATE _____ MC _____ STICKER# _____		ARE PLACARDS REQUIRED? AFFIXED? Y N Y N	
MILE POST: _____ COUNTY 45		4) ST FT 1ST TOWED UNIT # _____ MAKE _____ YEAR _____ LICENSE # _____ STATE _____ MC _____ STICKER# _____		HAZARDOUS MATERIAL REGISTRATION AND U.N. # _____	
ROADSIDE <input type="checkbox"/> FIXED <input checked="" type="checkbox"/>		COMMODITY CARRIED ROCK		ANY CITATION ISSUED: YES NO	
CODE FOR TYPE OF TRANSPORT A - INTERSTATE CARRIER B - INTRASTATE CARRIER		DRIVER LOG DATE: 7-22-95 LOCATION: W 2500N LAST ENTRY: TIME: 1900 DUTY STATUS: DRIVING		DUI AND DRUG INTERDICTION: YES NO	
TIME INCLUDED		RIGHT		FRONT	
		LEFT		AXLE 1 AXLE 2 AXLE 3 AXLE 4 AXLE 5 AXLE 6 AXLE 7 AXLE 8 AXLE 9 AXLE 10 AXLE 11 AXLE 12	
RULE OR STATUTE #		O-O-S P-O-V UNIT		VIOLATIONS DISCOVERED	
1 795-951				Information incomplete on Log	
2 795-13		X		FALSIFIED LOG 7-18-95 - 7-19-95 IN SLEEPER BIRTH FROM IDENTITY WT TO LAS VEGAS NV. 9,75 HR.	
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					

* DRIVER OUT OF SERVICE NOTICE: THIS DRIVER SHALL NOT DRIVE ANY COMMERCIAL MOTOR VEHICLE UNTIL: 0245 MOT 7-23-95		CARRIER NOTIFICATION: BY: OFFICER DRIVER	
* OUT OF SERVICE NOTICE: THIS VEHICLE IS OUT OF SERVICE (IF INDICATED ABOVE) AND SHALL NOT OPERATE UNTIL ALL OF SERVICE VIOLATIONS ARE REPAIRED OR CORRECTED. O-O-S#		REPORT RECEIVED BY: NAME: Theresa	
CERTIFICATION OF "OUT OF SERVICE" DEFECTS REPAIRED: I CERTIFY THAT THE REPAIRS LISTED ON THE "OUT OF SERVICE" STICKERS AFFIXED TO THIS VEHICLE HAVE BEEN REPAIRED PRIOR TO FURTHER OPERATION OF THE VEHICLE.		REPORT PREPARED BY: NAME: J. [Signature] NUMBER: 216700	
DATE REPAIRED: _____ TIME REPAIRED: _____ AM PM SIGNATURE: _____		WHAT TIME DID THE INSPECTION END? MILITARY TIME: 1715	
NOTE TO MOTOR CARRIER: ALL DEFECTS NOTED ON THIS AND ANY CONTINUATION SHEETS MUST BE CORRECTED. A RESPONSIBLE COMPANY OFFICIAL CERTIFIES THAT ALL DEFECTS HAVE BEEN CORRECTED. NOTE TO MOTOR CARRIER: ALL DEFECTS NOTED ON THIS AND ANY SUPPLEMENT SHEETS MUST BE CORRECTED PRIOR TO REDISPATCH OF VEHICLE(S). A RESPONSIBLE COMPANY OFFICIAL CERTIFIES BY SIGNING BELOW THAT ALL DEFECTS HAVE BEEN CORRECTED PRIOR TO DISPATCH OF VEHICLE(S).			
NAME: _____		TITLE: _____ DATE: _____	
COMPANY/CARRIER (PINK) COPY MUST BE RETURNED WITHIN 15 DAYS TO UDOT OFFICE OF MOTOR CARRIERS, 4501 SOUTH 2700 WEST, SALT LAKE CITY, UTAH 84119.			

**INFORMATION SUBMITTED IN SUPPORT OF
THE UTAH POSITION THAT THE FEDERAL
MOTOR CARRIER SAFETY REGULATIONS
391.11(b)(2) SHOULD REMAIN UNCHANGED**

EXHIBIT NUMBER 29

Two media articles that demonstrate safety problems with drivers who were unable to communicate in English.

Utah's Typical Auto Fatality: Driver Asleep at Wheel

By T.J. Quinn
THE SALT LAKE TRIBUNE

Most likely the driver was alone and fell asleep while driving across Utah on a rural highway.

The driver was probably from out of state and not used to the hazards of driving long distances at night with few cars, signs or cities to distract him. And the traveler probably died in a ditch, or a creek, or was beaten to death by the car as it overturned.

State officials released their final tally of highway deaths for 1994, and the profile of the average person killed on a Utah road remained about the same as it has for years, analysts said.

At 336, the total number of deaths was up by

33 over last year, although the increase kept pace with Utah's population during the year. As in 1993, Utah had roughly 1.8 fatalities for every 100,000 people.

There were 303 fatalities in 1993; 269 in 1992, and 271 in 1991.

In 1994, however, the number of people killed in single-vehicle accidents increased as a percentage of the whole, officials said.

"It's because there's more people traveling through the state," said Marilee Gomez, a data analyst for the Utah Department of Public Safety. "And we need more education on what you should do when you start to feel tired."

What you should do, Gomez and other state officials said, is pull over and take a nap.

But Mack Christensen, a traffic and safety engineer for the Utah Department of Trans-

portation, said the state could help by adding rumble strips along roads to warn a driver when he or she is heading out of bounds. Rumble strips are grooves in roads that cause tires to make noise.

Christensen said the only oddity his office noticed, but has not documented, was the increase in foreign drivers involved in fatal accidents. "We see people not able to read the road signs, making bad judgments," Christensen said. "It's more than just the language, it's not just being familiar with the driving characteristics (although) not being able to read the signs might be a serious handicap."

But Christensen acknowledged his assessment is not a scientific one.

"It's just kind of a feeling we're getting," he said. "We have no studies to corroborate."

THIS ARTICLE WAS IN THE SALT LAKE TRIBUNE DATED JAN 25, 1995.

We had 40 fatal accidents involving drivers without a driver license. This was over a three year period, 1991-1993. Many of the names noted may have been illegal or legal aliens which would indicate a possible lack of knowledge of driving on our highways. We are reviewing our program involving accidents to see if there is a way to identify the type of driver and if we can apply the information to a possible relationship to the cause. The question is are we relaxing our licensing standards both commercial as well as for a automobile license. The pressure applied to licensing bureaus to move applicants through even though they cannot read or communicate in english may have a direct bearing on accidents increasing. Our traffic and laws must be overwhelming to a person not familiar to our highways and system. We need to review the total licensing program and put more skill and knowledge requirements in and not continue weaking the standards. Not to act will only increase accidents and deaths. It is a privilege to obtain a license and should treated as such. It should be mandatory that a applicant be able to take the test in english and be able to pass without having outside help (interpreter).

Norm Lindgren

Tragedy raises intermodal inspection questions

by Jack Burke

The Election Day deaths of six children in a fiery accident on a Milwaukee highway is raising questions about the inspections given intermodal equipment before it is pulled by draymen from railroad ramps.

Six children of a Chicago minister, ranging in age from six weeks to 13 years, died after the Plymouth Voyager in which they were riding burned on Interstate 94.

The van reportedly struck a 30-pound piece of steel lying in the roadway. The piece of metal, later identified as a mud flap bracket, punctured and lodged in the minivan's gas tank. Local law enforcement officials speculated that a spark from the dragging bracket

ignited leaking gasoline.

The parents of the six children, the Rev. Duane Scott Willis and his wife Janet, suffered burns but were expected to be released from the hospital last week.

Other truck drivers reportedly saw the bracket dangling from a trailer and attempted to contact the driver by CB radio prior to its falling in the roadway.

Using information provided by those drivers, the Milwaukee County Sheriff's department traced the suspect vehicle to a yard in Cicero, Ill., outside Chicago. They reported several days after the accident that they had found and impounded what they believe to be the trailer that dropped the bracket.

Late last Wednesday, Milwaukee County Sheriff's Lt. Esther Moore confirmed that the impounded vehicle was



a trailer belonging to Transamerica Leasing. She declined to provide other information on the trailer, which had been moved to Milwaukee. Transamerica officials could not be reached for comment.

Law enforcement officials declined to provide much information on the driver pulling the suspect trailer. He was identified only as a 29-year-old Chicago resident who underwent police interrogation with the assistance of a Spanish interpreter.

The driver was working for Hammer Express, Bridgefield, Ill. Hammer Express officials declined to comment.

Joanne Casey, who heads the Intermodal Council of the American Trucking Associations, said last week that every intermodal drayman "has the responsibility of doing a walk-around inspection of a trailer before he pulls a load."

Casey said that she could not be sure that such an inspection would necessarily reveal a problem with a mud-flap bracket. She also said she would want to know whether the trailer carried a current Federal Highway Administration inspection sticker, which the driver is required to check for before leaving a rail yard.

But Casey confessed that "some intermodal equipment is not in as good a shape as we would like."

Both Casey and John McQuaid, president of the Intermodal Association of North America, said they did not want to prejudge the Milwaukee accident. But McQuaid added, "The inspection issue continues to be a challenge to the industry." ■

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